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AMERICAN STATE PAPERS.

CLASS VI.

NAVAL AFFAIRS

VOLUME III.

DOCUMENTS

LEGISLATIVE AND EXECUTIVE

CONGRESS OF THE UNITED STATES

REPORT MADE BY THE COMMISSIONER OF THE GENERAL LAND OFFICE TO THE SECRETARY OF THE INTERIOR

IN RESPONSE TO A RESOLUTION PASSED BY THE SENATE

APRIL 1871

WASHINGTON: GOVERNMENT PRINTING OFFICE: 1871

OF THE UNITED STATES OF AMERICA

AND BY ORDER OF THE SECRETARY OF THE INTERIOR

W. L. GAY

WASHINGTON: GOVERNMENT PRINTING OFFICE: 1871

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AMERICAN STATE PAPERS.

DOCUMENTS,
LEGISLATIVE AND EXECUTIVE,
OF THE
CONGRESS OF THE UNITED STATES,

FROM THE

SECOND SESSION OF THE NINETEENTH TO THE SECOND SESSION OF THE TWENTY-FIRST CONGRESS,

COMMENCING JANUARY 12, 1827, AND ENDING MARCH 1, 1831.

SELECTED AND EDITED, UNDER THE AUTHORITY OF CONGRESS,

BY

ASBURY DICKINS, SECRETARY OF THE SENATE,

AND

JOHN W. FORNEY, CLERK OF THE HOUSE OF REPRESENTATIVES.

VOLUME III.
NAVAL AFFAIRS.

WASHINGTON:
PUBLISHED BY GALES & SEATON.
1860.

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AMERICAN STATE PAPERS.

NAVAL AFFAIRS.

VOLUME III.

19TH CONGRESS.]

No. 326.

[2D SESSION.

ANNUAL REPORT IN RELATION TO THE NAVY PENSION FUND FOR 1826.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 12, 1827.

NAVY DEPARTMENT, *January 8, 1827.*

SIR: I have the honor to transmit the annual report in relation to the navy pension fund, prepared in compliance with the tenth section of the act of 23d April, 1800, "for the better government of the navy of the United States," and consisting of the following documents, marked—

A. List of invalid, widow and orphan pensioners in each State, and the amount allowed to each.

B. Abstract of warrants drawn by the Secretary of the Navy from the 1st January to 31st December, 1826.

C. Statement of bank stocks belonging to the fund.

D. Account of the Treasurer of the United States, as agent of the Commissioners.

E. Statement of the funded debt of the United States belonging to the fund.

I have the honor to be, very respectfully, &c.,

SAMUEL L. SOUTHARD.

The SPEAKER of the *House of Representatives.*

A.

List of naval pensioners on the 1st January, 1827.

Names.	Rank.	Monthly pensions.	Annual pensions.
MAINE—2.			
Uriah Hanscomb.....	Ordinary seaman.....	\$6 00	\$72 00
William M. Spalding.....	Seaman.....	6 00	72 00
			\$144 00
NEW HAMPSHIRE—7.			
Samuel Abbett.....	Seaman.....	5 00	\$60 00
Edward Banks.....	do.....	6 00	72 00
Robert Forsyth.....	Marine.....	3 00	36 00
John Grant.....	Seaman.....	6 00	72 00
John Hodgekins.....	Carpenter's mate.....	7 00	84 00
John Lloyd.....	Marine.....	3 00	36 00
John Mushaway.....	Boatswain.....	10 00	120 00
			\$480 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
MASSACHUSETTS—70.			
George Arbuckle	Seaman	\$3 33 $\frac{1}{3}$	\$40 00
Zepha Allen	Marine	4 00	48 00
Isaac Allister	Seaman	3 00	36 00
John Allison	do	6 00	72 00
Cotton Brown	Cook	9 00	108 00
Joseph Barrett	Quartermaster	9 00	108 00
John Barrett	do	9 00	108 00
Lemuel Bryant	Ordinary seaman	8 00	96 00
John Bennett	Seaman	6 00	72 00
John Ball	Boatswain	9 00	108 00
Nathaniel Barker	Seaman	6 00	72 00
Jacob Bull	Ordinary seaman	5 00	60 00
James Blake	do	5 00	60 00
John Clements	Seaman	6 00	72 00
Russell Coats	Quartermaster	5 00	60 00
Samuel Cotton	Marine	3 00	36 00
James Clarke	Gunner	10 00	120 00
John Caldwell	Seaman	6 00	72 00
John Chamberlain	Boat wain	8 00	96 00
Robert Cathcart	Seaman	6 00	72 00
George Carson, <i>alias</i> Cassin	Quartermaster	5 00	60 00
Dennis Cary	Ordinary seaman	7 00	84 00
Arthur Carroll	do	2 50	30 00
Richard Dunn	Seaman	6 00	72 00
John Davidson	Lieutenant	20 00	240 00
Wheatley Dyer	Ordinary seaman	5 00	60 00
Asa Ewell	do	5 00	60 00
Ebenezer Evans	Seaman	6 00	72 00
William Edes	do	6 00	72 00
Thomas Edwards	Quartermaster	6 00	72 00
Jonathan Fellowes	Boatswain's yeoman	9 00	108 00
Samuel H. Green	Quartermaster	9 00	108 00
John Geyer	Seaman	6 00	72 00
James Hatch	Quartermaster	9 00	108 00
Peter Hosier	Seaman	6 00	72 00
William Ingersoll	Boatswain	12 00	144 00
Thomas Howes	Quartermaster	9 00	108 00
Henry McDonough	Seaman	6 00	72 00
Andrew McCullum	Marine	8 00	96 00
Thomas Melburn	Seaman	6 00	72 00
John Mitchell	do	10 00	120 00
James Merrill	Ordinary seaman	5 00	60 00
Enoch M. Miley	Quartermaster	8 00	96 00
Peter McMahon	Ordinary seaman	4 50	54 00
James Nogle, <i>alias</i> Vogle	do	4 00	48 00
William Nicholls	do	5 00	60 00
Isaac Omans	Seaman	6 00	72 00
John Peterson	Ordinary seaman	5 00	60 00
Robert Poulton	do	5 00	60 00
William Perry	Seaman	6 00	72 00
Michael Quigly	Ordinary seaman	5 00	60 00
Nathaniel Rolfe	Seaman	6 00	72 00
John Shapely	Cook	9 00	108 00
Patrick Scanton	Ordinary seaman	6 00	72 00
William Stewart	Seaman	4 00	48 00
Samuel Sawyer	do	6 00	72 00
Benjamin Stevens	Master's mate	10 00	120 00
Robert Sanders, <i>alias</i> Willet	Seaman	6 00	72 00
John Shaw	do	6 00	72 00
John Smith	Quartermaster	6 00	72 00
Silas Taft	Marine	3 00	36 00
William Thompson	Boatswain's mate	9 50	114 00
James Trumbell	Ordinary seaman	5 00	60 00
Seth Townsend	Seaman	6 00	72 00
Samuel Tucker	Captain, revolutionary war	20 00	240 00
Owen Taylor	Seaman	6 00	72 00
Charles F. Waldo	Master's mate	10 00	120 00
Peter Woodbury	Quartermaster	9 00	108 00
William Wood	Seaman	6 00	72 00
William Welsh	do	5 00	60 00
William Welsh	Ordinary seaman	5 00	60 00
David Quill	Quartermaster	5 00	60 00
			\$5,710 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
RHODE ISLAND—7.			
Isaac Bassett.....	Ordinary seaman.....	\$5 00	\$60 00
John Hoxie.....	Seaman.....	8 50	102 00
Andrew Mattison.....	do.....	5 00	60 00
William Payne.....	Ordinary seaman.....	5 00	60 00
Isaac Stearns.....	Marine.....	3 00	36 00
Reuben Wright.....	Carpenter's mate.....	8 00	96 00
Samuel Bosworth.....	Seaman.....	6 00	72 00
			\$414 00
CONNECTICUT—6.			
Schnyler Bradley.....	Seaman.....	6 00	\$72 00
Nathaniel Chapman.....	Quartermaster.....	8 00	96 00
Edward Field.....	Surgeon's mate.....	10 00	120 00
William Lewis.....	Marine.....	3 00	36 00
Richard Lee.....	Quartermaster.....	6 00	72 00
John Williams.....	Seaman.....	6 00	72 00
			\$486 00
NEW YORK—135.			
George Albro.....	Quartermaster.....	6 00	\$72 00
Bernard Allen.....	Seaman.....	5 00	60 00
Jacob Albrecht.....	do.....	6 00	72 00
Samuel Angus.....	Captain.....	50 00	600 00
John Bernard.....	Marine.....	3 00	36 00
John Baptiste.....	Boy.....	3 00	36 00
Dominick Burns.....	Marine.....	3 00	36 00
Peter Bernard.....	Ordinary seaman.....	4 00	48 00
John Bremen.....	Seaman.....	6 00	72 00
William Burney.....	do.....	6 00	72 00
Edmund Brett.....	Marine.....	3 00	36 00
John Butler.....	Seaman.....	6 00	72 00
John Brannon.....	do.....	5 00	60 00
Samuel Butler.....	Quartermaster.....	8 00	96 00
John Blair.....	Seaman.....	5 00	60 00
Adam Brown.....	do.....	6 00	72 00
Jacob Booker.....	Ordinary seaman.....	5 00	60 00
James Brown.....	Boatswain's mate.....	10 00	120 00
Abraham Blaskley.....	Carpenter's mate.....	6 00	72 00
George Burton.....	Quartermaster.....	4 50	54 00
John Carberry.....	Cooper.....	4 50	54 00
Charles Clay.....	Seaman.....	6 00	72 00
Christian Clarke.....	do.....	6 00	72 00
Samuel Colston.....	do.....	3 00	36 00
William Cain.....	do.....	6 00	72 00
John Collins.....	do.....	6 00	72 00
Zachariah Conklin.....	Ordinary seaman.....	6 00	72 00
Benjamin Campbell.....	Sergeant marines.....	5 00	60 00
John Campbell.....	Boatswain.....	8 00	96 00
Thomas Crawford.....	Seaman.....	5 00	60 00
Shubael Cunningham.....	do.....	4 00	48 00
Francis Covenhoven.....	Ordinary seaman.....	7 50	90 00
Joseph Cotter.....	Boatswain's mate.....	9 00	108 00
David Christie.....	Marine.....	4 00	48 00
Jacob Dorne.....	Seaman.....	8 50	102 00
William B. Downes.....	do.....	5 00	60 00
John Dennis.....	do.....	5 00	60 00
Thomas Dailey.....	Quartermaster.....	8 00	96 00
James Davis.....	Quartermaster.....	9 00	108 00
William Davis.....	Seaman.....	6 00	72 00
John Dunn.....	Marine.....	3 00	36 00
Samuel Deane.....	Seaman.....	6 00	72 00
Thomas Dennis.....	do.....	6 00	72 00
John Daniels.....	Quartermaster.....	9 00	108 00
John Denike.....	Seaman.....	6 00	72 00
William Fitzsimons.....	Ordinary seaman.....	7 00	84 00
John Francisco.....	Marine.....	3 00	36 00
Bennett Fields.....	Armorer.....	9 00	108 00
John Ford.....	Seaman.....	5 00	60 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Peter Gillen.....	Seaman.....	\$5 00	\$60 00
Leonard Green.....	Quartermaster.....	9 00	108 00
Thomas Gore.....	Ordinary seaman.....	2 50	30 00
Roswell Hale.....	do.....	5 00	60 00
William Hinds.....	Boy.....	6 00	72 00
Seth Hebbard.....	Mariner.....	3 00	36 00
William Hardingbrook.....	Seaman.....	6 00	72 00
Stephen Hammond.....	do.....	6 00	72 00
Daniel Hagenon.....	Ordinary seaman.....	5 00	60 00
George Hutton.....	Quartermaster.....	8 00	96 00
John Hyatt.....	Seaman.....	6 00	72 00
John Hadden.....	do.....	6 00	72 00
John Haywood.....	Master's mate.....	10 00	120 00
James Jackson.....	Seaman.....	5 00	60 00
John Johnson.....	do.....	6 00	72 00
Thomas Jackson, 2d.....	Quartermaster.....	9 00	108 00
Thomas Kelly.....	Seaman.....	4 00	48 00
John Kenny.....	do.....	4 50	54 00
James A. Lewis.....	Quartermaster.....	9 00	108 00
John Lazarro.....	Seaman.....	5 00	60 00
James Linscott.....	do.....	3 00	36 00
Timothy Laue.....	Cook.....	8 00	96 00
James McMane.....	Ordinary seaman.....	5 00	60 00
John McCracken.....	Boatswain's mate.....	12 00	144 00
Roger McGee.....	Marine.....	3 00	36 00
John Mahen.....	Seaman.....	6 00	72 00
John McCarty.....	Purser's steward.....	5 00	60 00
John Melvill.....	Seaman.....	5 00	60 00
William Moran.....	do.....	6 00	72 00
James McKernan.....	do.....	6 00	72 00
Emero Males.....	Ordinary seaman.....	5 00	60 00
Samuel M. Isaacs.....	Boy.....	5 00	60 00
James Moses.....	Purser's steward.....	9 00	108 00
Thomas Miller.....	Seaman.....	5 00	60 00
Enos Marks.....	Ordinary seamen.....	5 00	60 00
Jeremiah McMahan.....	do.....	5 00	60 00
Colin McLeod.....	Boatswain.....	10 00	120 00
Matthew McKenzie.....	Seaman.....	6 00	72 00
Patrick McLaughlin.....	Ordinary seaman.....	5 00	60 00
Charles Moore.....	Seaman.....	6 00	72 00
William Nesbet.....	do.....	4 00	48 00
James Nickerson.....	do.....	6 00	72 00
Thomas Oliver.....	do.....	6 00	72 00
Cornelius O'Neal.....	do.....	6 00	72 00
John Otterwell.....	Carpenter's mate.....	5 00	60 00
William Parker.....	Seaman.....	6 00	72 00
George Pierce.....	do.....	4 00	48 00
John Place.....	Armorer.....	8 00	96 00
John Peterson.....	Seaman.....	6 00	72 00
James Peyton.....	Ordinary seaman.....	5 00	60 00
Benjamin H. Parker.....	Seaman.....	4 50	54 00
Stephen Phyfer.....	Ordinary seaman.....	5 00	60 00
William Rodgers.....	Quartermaster.....	8 00	96 00
John Reagan.....	Marine.....	5 00	60 00
Thomas Reed.....	Seaman.....	5 00	60 00
Edmond Rowland.....	Ordinary seaman.....	4 00	48 00
Rosnante Rhodes.....	Seaman.....	6 00	72 00
James Rogers.....	Sailingmaster.....	15 00	180 00
John Ratler.....	Quartermaster.....	6 00	72 00
John Smith.....	Seaman.....	6 00	72 00
John Scriver.....	do.....	5 00	60 00
George Stanley.....	Purser's steward.....	6 00	72 00
John Schrouder.....	Seaman.....	6 00	72 00
John Sniffen.....	Carpenter's mate.....	6 00	72 00
William Spratt.....	Ordinary seaman.....	4 00	48 00
Daniel Smith.....	Seaman.....	5 00	60 00
John Stone.....	do.....	6 00	72 00
Purcell Smith.....	do.....	4 00	48 00
Augustus Swartwout.....	Midshipman.....	12 00	144 00
John Smith, 3d.....	Ordinary seaman.....	5 00	60 00
Peter Tinkum.....	Seaman.....	4 00	48 00
Henry Townsend.....	Ordinary seaman.....	5 00	60 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
George Thomas (black).....	Seaman.....	\$6 00	\$72 00
Isaac Vallence.....	Quartermaster.....	8 00	96 00
Charles Van Dyke.....	Ordinary seaman.....	5 00	60 00
James Williams.....	do.....	5 00	60 00
William Wells.....	Seaman.....	6 00	72 00
Charles Williams.....	Ordinary seaman.....	4 00	48 00
Solomon White.....	Seaman.....	4 00	48 00
Charles Williams.....	do.....	4 00	48 00
John Wright.....	Quartermaster.....	6 00	72 00
James Warner.....	Seaman.....	8 00	96 00
Thomas Welch.....	Quartermaster.....	12 00	144 00
John Webb.....	Seaman.....	4 00	48 00
John Wright.....	Ordinary seaman.....	5 00	60 00
John Wolfson.....	Quartermaster.....	9 00	108 00
John Waters.....	Ordinary seaman.....	5 00	60 00
NEW JERSEY—3.			\$10,144 00
Peter Dunlevy.....	Marine.....	5 00	\$60 00
James Hazle.....	Seaman.....	5 00	60 00
William Robinson.....	Marine.....	6 00	72 00
PENNSYLVANIA—71.			\$192 00
Alexander Adams.....	Ordinary seaman.....	3 00	\$36 00
George Alexander.....	Quartermaster.....	8 00	96 00
William C. Allen.....	Quartermaster.....	12 00	144 00
Nathaniel Begley.....	Quartermaster.....	9 00	108 00
Enos Bateman.....	Seaman.....	5 00	60 00
Thomas Brown.....	Marine.....	2 00	24 00
William Baggs.....	do.....	3 00	36 00
John Baxter.....	Seaman.....	6 00	72 00
James Bell.....	do.....	6 00	72 00
John Cassin.....	Marine.....	3 00	36 00
John Collin.....	Seaman.....	6 00	72 00
Henry Collins.....	do.....	6 00	72 00
Archibald Campbell.....	do.....	5 00	60 00
Patrick Cain.....	Marine.....	6 00	72 00
Robert Carson.....	Ordinary seaman.....	5 00	60 00
George Coombs.....	Seaman.....	8 00	96 00
Augustus Dundas.....	Gunner.....	10 00	120 00
William Deane.....	Seaman.....	6 00	72 00
Thomas Davis.....	do.....	5 00	60 00
William Dearing.....	do.....	6 00	72 00
Henry Dugan.....	Marine.....	3 00	36 00
Stephen Elderkin.....	Seaman.....	6 00	72 00
William Evans.....	Quartermaster.....	6 00	72 00
Edmund Fitzgibbon.....	Ordinary seaman.....	4 00	48 00
Pero Fisher.....	do.....	5 00	60 00
John Fryer.....	Seaman.....	6 00	72 00
Nicholas Hyberger.....	do.....	6 00	72 00
George Huftstidler.....	do.....	6 00	72 00
William Holms.....	Marine.....	3 00	36 00
John Hogerbets.....	Prisoner at Dartmoor.....	6 00	72 00
William Haggerty.....	Ordinary seaman.....	5 00	60 00
William Jackson.....	Seaman.....	6 00	72 00
Job Jones.....	Ordinary seaman.....	5 00	60 00
Hugh Kelly.....	Marine.....	6 00	72 00
George Kensinger.....	Master-at-arms.....	9 00	108 00
Lawrence Kripar.....	Marine.....	3 00	36 00
Nicholas Klein.....	Sergeant marines.....	5 00	60 00
John More.....	Seaman.....	6 00	72 00
William Mooney.....	Marine.....	3 00	36 00
Miles Morris.....	Corporal marines.....	5 00	60 00
George McDaniel.....	Ordinary seaman.....	5 00	60 00
Michael McConomy.....	do.....	6 00	72 00
Matthias McGill.....	Seaman.....	8 00	96 00
John McMullen.....	Gunner's mate.....	9 00	108 00
Bernard McDonough.....	Marine.....	6 00	72 00
Daniel Muncey.....	Seaman.....	8 00	96 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
William Morris	Ordinary seaman.....	\$5 00	\$60 00
James Mullinifle	do	10 00	120 00
John Nugent	Seaman	6 00	72 00
John F. Noyer	Marine	6 00	72 00
Benjamin Norcross	Sergeant marines	5 00	60 00
Benjamin Newton	Seaman	6 00	72 00
William Price	do	6 00	72 00
John Pasco	do	6 00	72 00
John Pitt	do	6 00	72 00
Peter Quantin	Ordinary seaman.....	5 00	60 00
John Roberts	Gunner's yeoman.....	9 00	108 00
Eli Stewart	Master's mate	7 00	84 00
Joseph Smith	Marine	4 00	48 00
William Smith, 6th	Seaman	8 00	96 00
David Thomas	Marine	3 00	36 00
Philip Tully	Seaman	6 00	72 00
John B. Truman	Ordinary seaman.....	5 00	60 00
Richard Webb	do	5 00	60 00
James White	Gunner's mate	9 00	108 00
Peter Whelan	Marine	3 00	36 00
John Walter	Seaman	4 00	48 00
John Williams, 6th	Ordinary seaman.....	8 00	96 00
James Wilson	Quartermaster	10 00	120 00
John Wilson	Seaman	6 00	72 00
John Young	Quartermaster	9 00	108 00
DELAWARE—3.			\$5,076 00
Richard Gilbody	Ordinary seaman.....	4 00	\$48 00
James Full	Sergeant marines.....	5 00	60 00
William Wicks	Ordinary seaman.....	4 00	48 00
MARYLAND—45.			\$156 00
Alexander Ardry	Seaman	6 00	\$72 00
James Allcorn	Sailingmaster	30 00	360 00
James Brown	Seaman	8 00	96 00
Andrew Beard	do	6 00	72 00
John Burdeen	do	6 00	72 00
Edward Burke (black)	do	4 00	48 00
Thomas Burr	Ordinary seaman.....	6 00	72 00
William Carter	Master's mate	8 00	96 00
John Cole	Quartermaster	9 00	108 00
Enos R. Childs	Sailingmaster	9 00	108 00
John Diragan	Seaman	5 00	60 00
Matthias Douglass	Ordinary seaman.....	10 00	120 00
John Denney	Seaman	6 00	72 00
Francis Elliot	do	6 00	72 00
Daniel Fullen	Ordinary seaman.....	7 00	84 00
Cornelius Garrison	Seaman	6 00	72 00
William Gillen	do	6 00	72 00
Peter Goshelle	do	10 00	120 00
John Gregory	Boy	4 00	48 00
George Gallagher	Ordinary seaman.....	5 00	60 00
William Goodshall	Seaman	6 00	72 00
John Henry	Ordinary seaman.....	6 00	60 00
Isaac T. Heartte	Sailingmaster	20 00	240 00
Nicholas Ingerbretson	Seaman	6 00	72 00
Edward Murray	Sergeant marines.....	4 50	54 00
Francis Mason	Quartermaster	9 00	108 00
Antonio Maria	Seaman	6 00	72 00
Hamlet Moore	Ordinary seaman.....	5 00	60 00
John McMasters	Marine	3 00	36 00
Isaac Nicholson	Cook	9 00	108 00
John Patterson	Seaman	10 00	120 00
Charles Pasture	Ordinary seaman.....	5 00	60 00
Neal Patterson	Seaman	8 00	96 00
John Randall	Marine	3 00	36 00
Thomas Smith	Boatswain	10 00	120 00
William Stockdale	Marine	6 00	72 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
James Stewart	Seaman	\$6 00	\$72 00
Horatio Slater	Boy	4 00	48 00
Hamilton Sellers	Ordinary seaman	7 00	84 00
Francis Trepanny	Seaman	6 00	72 00
Peter Thompson	do	6 00	72 00
Benjamin Underwood	Ordinary seaman	5 00	60 00
James Wells	Seaman	9 00	108 00
David Wilson (black)	do	6 00	72 00
Peter Young	Quartermaster	6 00	72 00
DISTRICT OF COLUMBIA—19.			\$3,930 00
William Baker	Ordinary seaman	6 00	\$72 00
John Butler (black)	Seaman	5 00	60 00
John Brunley	do	6 00	72 00
Amasa Conner, <i>alias</i> Corner	do	6 00	72 00
Michael Conner	Marine	3 00	36 00
Andrew Chambers	do	5 00	60 00
Jerry Gardner (black)	Ordinary seaman	5 00	60 00
Simeon Hillman	do	4 00	48 00
John Hawkins	Marine	3 00	36 00
Benjamin Hendrick	Cook	6 00	72 00
William McMullen	Marine	3 00	36 00
John Read	do	3 00	36 00
Burwell S. Randolph	Midshipman	6 00	72 00
Richard S. Suter	do	5 00	60 00
John Shannamon	Seaman	6 00	72 00
William Staunton	Quartermaster	9 00	108 00
John Shinney	Marine	3 00	36 00
George Williams	Seaman	9 00	108 00
Charles Young	Marine	3 00	36 00
VIRGINIA—17.			\$1,152 00
Obadiah Brown	Seaman	5 00	\$60 00
Lawrence Bisbee	Quartermaster	4 00	48 00
Jotham Briggs	Seaman	12 00	144 00
John Brown	Ordinary seaman	6 00	72 00
Lawrence Barsayline	Seaman	5 00	60 00
John Bruce	Quartermaster	9 00	108 00
James Corning	Seaman	6 00	72 00
Silas Durham	do	6 00	72 00
Thomas Engles	Boy	4 00	48 00
William Howell	Ordinary seaman	5 00	60 00
Anson Harvey	do	5 00	60 00
Francis Havre	Master-at-arms	6 00	72 00
James Jeffers	Ordinary seaman	4 00	48 00
Obadiah Johnson	Seaman	5 00	60 00
James H. Lausford	do	4 00	48 00
John Miller	do	9 00	108 00
Joseph Ward	do	6 00	72 00
NORTH CAROLINA—2.			\$1,212 00
Thomas Owings	Quartermaster	8 00	\$96 00
John Thompson	Seaman	6 00	72 00
SOUTH CAROLINA—4.			\$168 00
John J. Hardy	Seaman	6 00	\$72 00
Peter J. R. Staunton	Carpenter's yeoman	6 00	72 00
Charles Sheeter	Boatswain's mate	6 00	72 00
William Thompson	Seaman	7 50	90 00
GEORGIA—1.			\$306 00
James Dennis	Marine	3 00	\$36 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
OHIO—1.			
John Meigs.....	Seaman.....	\$10 00	\$120 00
LOUISIANA—3.			
Robert Spedden.....	Lieutenant.....	20 00	\$240 00
William Whitney.....	Seaman.....	8 00	96 00
William Wagner.....	Quartermaster.....	9 00	108 00

Recapitulation.

Number of pensioners in Maine.....	2.....	\$144 00
Number of pensioners in New Hampshire.....	7.....	484 00
Number of pensioners in Massachusetts.....	72.....	5,842 00
Number of pensioners in Rhode Island.....	7.....	486 00
Number of pensioners in Connecticut.....	6.....	468 00
Number of pensioners in New York.....	136.....	10,144 00
Number of pensioners in New Jersey.....	3.....	492 00
Number of pensioners in Pennsylvania.....	71.....	5,076 00
Number of pensioners in Delaware.....	3.....	156 00
Number of pensioners in Maryland.....	45.....	3,930 00
Number of pensioners in District of Columbia.....	19.....	1,152 00
Number of pensioners in Virginia.....	17.....	1,212 00
Number of pensioners in North Carolina.....	2.....	168 00
Number of pensioners in South Carolina.....	4.....	306 00
Number of pensioners in Georgia.....	1.....	36 00
Number of pensioners in Ohio.....	1.....	120 00
Number of pensioners in Louisiana.....	3.....	444 00
	399	\$30,360 00

List of widow and orphan pensioners on the 1st January, 1827.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
MAINE—2.			
Susannah Crichtet.....	Seaman.....	\$6 00	\$72 00
Elizabeth Martin.....	Boatswain.....	10 00	120 00
			\$192 00
NEW HAMPSHIRE—4.			
Mercy G. Christopher's child.....	Seaman.....	6 00	\$72 00
Abigail C. Fernald.....	do.....	6 00	72 00
Lucy Flagg.....	Gunner.....	10 00	120 00
Lucy Perkins' children.....	Ordinary seaman.....	5 00	60 00
			\$324 00
MASSACHUSETTS—37.			
Sally Annis.....	Seaman.....	6 00	\$72 00
Sarah Atkins.....	do.....	6 00	72 00
Hannah Adams.....	do.....	6 00	72 00
Sally Bates.....	do.....	6 00	72 00
Hannah S. Barrett.....	Quartermaster.....	9 00	108 00
Mary P. Bartlett's son.....	Boatswain's mate.....	9 00	108 00
Sarah Brimblecomb's children.....	Seaman.....	6 00	72 00
Abigail Cowell.....	Sailingmaster.....	20 00	240 00
Mary Cheerer, for loss two sons.....	Seaman.....	6 25	75 00
Harriet Carter.....	Lieutenant.....	20 00	240 00
Rebecca Day.....	Marine.....	3 00	36 00
Mary Ford.....	Carpenter's mate.....	9 00	108 00
Martha Flanders.....	Quartermaster.....	9 00	108 00
Sally Harvey.....	Seaman.....	6 00	72 00

A.—List of naval pensioners—Continued.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
Hannah Hazen.....	Seaman.....	\$6 00	\$72 00
Mary Hackleton.....	do.....	6 00	72 00
Abigail Jones.....	Cook.....	9 00	108 00
Nancy Lancy.....	Ordinary seaman.....	5 00	60 00
Hannah Lowther's heirs.....	Seaman.....	6 00	72 00
Ann G. McCulloh.....	Sailingmaster.....	20 00	240 00
Elizabeth Manly.....	Quartermaster.....	9 00	108 00
Jane Moulton.....	Seaman.....	6 00	72 00
Ann Martin.....	Quartermaster.....	9 00	108 00
Judetha Mullen's children.....	do.....	9 00	108 00
Elizabeth McKim.....	Sergeant marines.....	5 00	60 00
Elizabeth S. Nickerson.....	Seaman.....	6 00	72 00
Nabby Plippen.....	Coxswain.....	9 00	108 00
Elizabeth Parker.....	Master commandant.....	30 00	360 00
Charlotte Passenger.....	Seaman.....	6 00	72 00
Nancy Patch.....	do.....	6 00	72 00
Nancy Riggs.....	do.....	6 00	72 00
Nancy Simmons.....	do.....	6 00	72 00
Mary Stone.....	do.....	6 00	72 00
Mary Trainer.....	Marine.....	3 00	36 00
Hannah Webb.....	Seaman.....	6 00	72 00
Margaret Wye.....	Sailmaker.....	10 00	120 00
Abigail Young.....	Seaman.....	6 00	72 00
			\$3,735 00
CONNECTICUT—2.			
Nancy Brice.....	Seaman.....	6 00	\$72 00
Elizabeth Jocelyn.....	Carpenter's mate.....	9 50	114 00
			\$186 00
NEW YORK—36.			
Mary Allen, <i>alias</i> Gordman.....	Seaman.....	6 00	\$72 00
Betsey Blossom.....	Carpenter's mate.....	9 50	114 00
Eliza Baldwin.....	Captain's clerk.....	12 50	150 00
Belinda Bowie.....	Sailingmaster.....	20 00	240 00
Susannah Brum.....	do.....	20 00	240 00
Catharine Badger.....	Gunner's mate.....	9 50	114 00
Sarah Carr.....	Sailingmaster.....	20 00	240 00
Margaret Cummings.....	Seaman.....	6 00	72 00
Dorothy Cooper.....	do.....	6 00	72 00
Elizabeth Cunningham.....	Gunner.....	10 00	120 00
Mary Davis.....	Quartermaster.....	9 00	108 00
Ellen Dix.....	Surgeon.....	25 00	300 00
Penelope Denny.....	Quartermaster.....	9 00	108 00
Catharine Fury.....	Steward.....	9 00	108 00
Mary Griffin.....	Surgeon.....	25 00	300 00
Phoebe Hammersley.....	Lieutenant.....	20 00	240 00
Susannah Longill.....	Boatswain.....	10 00	120 00
Julia M. Lawrence.....	Captain.....	50 00	600 00
Mary Lewis.....	Marine.....	3 00	36 00
Susannah L. Osgood.....	Sailingmaster.....	20 00	240 00
Mary Ann Marshall.....	Gunner.....	10 00	120 00
Mary Olcott.....	Steward.....	9 00	108 00
Margaret Navarro.....	Sailmaker.....	10 00	120 00
Sarah Place's children.....	Ordinary seaman.....	5 00	60 00
Margaret Parcells.....	Sailmaker.....	10 00	120 00
Catharine Rasmussen.....	Pilot.....	20 00	240 00
Phoebe Reynolds.....	Boatswain.....	10 00	120 00
Sarah Sisson's daughter.....	Sailingmaster.....	20 00	240 00
Sarah Smith.....	Boatswain's mate.....	9 50	114 00
Elizabeth Shubrick.....	Lieutenant.....	20 00	240 00
Eleanor Smart.....	Seaman.....	6 00	72 00
Mary Ann Springer.....	Lieutenant.....	20 00	240 00
Mary Smith.....	Ordinary seaman.....	5 00	60 00
Sarah Town.....	Marine.....	3 00	36 00
Charlotte Wares.....	Commander in flotilla.....	20 00	240 00
Marvel Wilcox.....	Carpenter's mate.....	9 50	114 00
			\$5,838 00

A.—List of naval pensioners—Continued.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
PENNSYLVANIA—20.			
Margaret Arundel.....	Sailingmaster	\$20 00	240 00
Hannah Archbold.....	Ordinary seaman.....	5 00	60 00
Mary Archbold.....	do	5 00	60 00
Ann Brown's child.....	Seaman	6 00	72 00
Jane A. Blakely's daughter.....	Captain	50 00	600 00
Nancy Carlisle's children.....	Marine	3 00	36 00
Mary Ann Hill.....	Quartergunner	9 00	108 00
Sarah Hill's children.....	Ordinary seaman.....	5 00	60 00
Diana Hardy.....	do	5 00	60 00
Mary Hadding.....	Quartermaster	9 00	108 00
Maria T. Johnson.....	Carpenter's mate.....	9 50	114 00
Jane Logue's children.....	Marine	3 00	36 00
Sarah Matthews.....	Quartergunner	9 00	108 00
Eleanor Monroe's child.....	Seaman	6 00	72 00
Anne Midlen.....	Master's mate.....	10 00	120 00
Martha Rose.....	Seaman	6 00	72 00
Margaret Rankin's child.....	Ordinary seaman.....	5 00	60 00
Elizabeth Tronys.....	Marine	3 00	36 00
Lydia Van Horn.....	do	3 00	36 00
Mary Wine's child.....	Seaman.....	6 00	72 00
MARYLAND—11.			
Harriet Barney.....	Captain	50 00	600 00
Lavina M. Edgar.....	Surgeon	25 00	300 00
Ruth Gilbert.....	Seaman	6 00	72 00
Sophia Gardner.....	Master commandant.....	30 00	360 00
Elizabeth Grayson.....	Captain marines.....	20 00	240 00
Sarah Hopkins.....	Seaman	6 00	72 00
Elizabeth Marshall.....	Quartergunner	9 00	108 00
Elizabeth Trappell.....	Marine	3 00	36 00
Susannah Wedge.....	do	9 00	108 00
Margaret Warner.....	Sailingmaster	20 00	240 00
Mary Van Blake.....	Gunner	10 00	120 00
DISTRICT OF COLUMBIA—13.			\$2,256 00
Ellen Beeve's child.....	Boatswain	10 00	\$120 00
Eliza Cassin.....	Purser	20 00	240 00
Sophia A. Grenelle.....	Sailingmaster.....	20 00	240 00
Susan Hook's daughter.....	Corporal marines.....	4 00	48 00
Eliza Hall.....	Sailingmaster.....	20 00	240 00
Susan Haraden.....	Master commandant.....	30 00	360 00
Mary E. Martin.....	Ordinary seaman.....	5 00	60 00
Eliza Maury.....	Lieutenant	20 00	240 00
Charity Nicholson.....	Carpenter	10 00	120 00
Eliza L. Pearce.....	Lieutenant	20 00	240 00
Eleanor J. Snow.....	Seaman	6 00	72 00
Isabella J. Searcy.....	Lieutenant	20 00	240 00
Eliza Tarbell.....	Captain	50 00	600 00
VIRGINIA—5.			\$2,820 00
Eliza W. Cocke.....	Lieutenant	20 00	\$240 00
Ann Hardin.....	Seaman	6 00	72 00
Frances M. Lewis.....	Master commandant.....	30 00	360 00
Mary Neal.....	Lieutenant	20 00	240 00
Harriet H. Sanders.....	do	20 00	240 00
NORTH CAROLINA—1.			\$1,152 00
Ann D. Collins' heirs.....	Carpenter's mate.....	9 00	\$108 00
SOUTH CAROLINA—1.			
Mary R. Hatch.....	Pilot	20 00	\$240 00

A.—List of naval pensioners—Continued.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
KENTUCKY—I.			
Charlotte A. Holcombe's child	Seaman	\$6 00	\$72 00
GEORGIA—I.			
Harriet Ann Elbert	Lieutenant	20 00	\$240 00

Recapitulation.

Widow and orphan pensioners in	Number.	Aggregate amount of pensions.
Maine	2	\$192 00
Massachusetts	37	3,735 00
New Hampshire	4	324 00
Connecticut	2	186 00
New York	36	5,838 00
Pennsylvania	20	2,130 00
Maryland	11	2,256 00
District of Columbia	13	2,820 00
Virginia	5	1,152 00
North Carolina	1	108 00
South Carolina	1	240 00
Georgia	1	240 00
Kentucky	1	72 00
Total number	134	\$19,293 00

B.

Abstract of warrants drawn by the Secretary of the Navy on the Treasurer of the United States, on account of the navy pension fund, from 1st January to 31st December, 1826, inclusive.

Date.	No.	In whose favor drawn.	Amount.
May	16.	282 Samuel Angus, late captain, his pension from 2d June, 1824, to 31st December, 1825	\$950 00
May	18.	283 Benjamin Cowell, guardian of Hannah Williams, daughter of Andrew Williams, late seaman, pension from 2d June, 1813, to 31st December, 1816	906 00
May	19.	284 Hugh Drummond, administrator for pension due to John Earle, sailingmaster, deceased, from 1st January, 1824, to 10th October, 1825, inclusive	427 00
June	20.	285 Penelope Demy, her pension from 9th November, 1822, to 31st December, 1825	339 90
June	22.	286 The president of Branch Bank United States, at New Orleans, to pay pensioners	500 00
		287 The president of Cumberland Bank, Portland, Maine	500 00
		288 George Macdaniel, agent District of Columbia, to pay pensioners ..	1,500 00
		289 The president of Savannah Bank, Georgia, to pay pensioners	120 00
		290 The president of Charleston Bank, South Carolina, to pay pensioners ..	300 00
		291 The president of Norfolk Bank, Virginia, to pay pensioners	500 00
		292 The president of Baltimore Bank, Maryland, to pay pensioners	1,500 00
		293 The president of Hartford Bank, Connecticut, to pay pensioners ..	500 00
		294 The president of Providence Bank, Rhode Island, to pay pensioners ..	400 00
		295 The president of Portsmouth Bank, New Hampshire, to pay pensioners	250 00
		296 The president of Philadelphia Bank, to pay pensioners	1,700 00
		297 The president of New York Bank, to pay pensioners	8,000 00
		298 Thomas T. Tucker, to purchase United States stock	7,000 00
July	27.	299 Joseph Watson, attorney of James Tull, pensioner, from 1st July, 1824, to 1st July, 1826	120 00
August	12.	300 The president of the Trenton Banking Company, at Trenton, New Jersey, for the balance due him on 1st July, 1826	508 04

B.—Abstract of warrants—Continued.

Date.	No.	In whose favor drawn.	Amount.
November 14.	301	The president of the Branch Bank of Delaware, at New Castle, for the balance due him on 1st July, 1826.....	\$142 00
December 15.	302	The president of the Branch Bank United States, at Portsmouth, New Hampshire.....	100 00
	303	The president of the Cumberland Bank, at Portland, Maine, to pay pensioners.....	500 00
	304	The president of the Branch Bank United States, at Boston, to pay pensioners.....	3,000 00
	305	The president of the Branch Bank United States, at New York, to pay pensioners.....	3,000 00
	306	The president of the Branch Bank United States, at Philadelphia, to pay pensioners.....	2,500 00
	307	The president of the Branch Bank of Delaware, at New Castle.....	50 00
	308	The President of the Branch Bank United States, at Baltimore.....	2,000 00
	309	The president of the Branch Bank United States, at Lexington, Kentucky.....	250 00
	310	George Macdaniel, agent District of Columbia, to pay pensioners..	1,850 00
	311	Thomas T. Tucker, agent privateer pension fund, to be vested in United States stock.....	7,500 00
	312	The president of the Branch Bank United States, at Norfolk, Virginia, to pay pensioners.....	700 00
December 20.	313	The president of the Branch Bank United States, at Savannah, Georgia, to pay pensioners.....	120 00
			\$47,732 94

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 31, 1826.*

C.

Statement of bank stocks belonging to the navy pension fund.

	Nominal value.	Amount of cost.
890 complete shares Columbia Bank stock.....	\$89,000 00	\$95,902 60
90 short shares Columbia Bank stock.....	3,600 00	3,600 00
700 shares Washington Bank stock.....	14,000 00	14,260 00
600 shares Union Bank stock.....	15,000 00	15,340 50
	\$121,600 00	\$129,103 10

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 31, 1826.*

D.

The commissioners of the navy pension fund in account with Thomas T. Tucker, treasurer thereof.

Dr.

To warrants paid, viz:

January 1, 1826.

To balance.....	\$2,297 72
No. 281. George Macdaniel, agent, &c.....	1,725 00
No. 282. Samuel Angus, late captain, United States navy.....	950 00
No. 283. Benjamin Cowell.....	906 00
No. 284. H. W. Drummond.....	427 00
No. 285. Penelope Denny.....	339 90
No. 286. President of the Cumberland Bank, Maine.....	500 00
No. 287. President of the United States Branch Bank, New Orleans.....	500 00
No. 288. George Macdaniel, agent, &c.....	1,500 00
No. 289. President of the United States Branch Bank, Savannah.....	120 00
No. 290. President of the United States Branch Bank, Charleston.....	300 00

No. 291. President of the United States Branch Bank, Norfolk.....	\$500 00
No. 292. President of the United States Branch Bank, Baltimore	1,500 00
No. 293. President of the United States Branch Bank, Hartford	500 00
No. 294. President of the United States Branch Bank, Providence	400 00
No. 295. President of the United States Branch Bank, Portsmouth	250 00
No. 296. President of the Bank of the United States	1,700 00
No. 297. President of the United States Branch Bank, New York	8,000 00
No. 298. Thomas T. Tucker, treasurer privateer pension fund.....	7,000 00
No. 299. Joseph Watson	120 00
No. 300. President of the Trenton Banking Company, New Jersey.....	508 04
No. 301. President of the Branch Farmers' Bank of Delaware.....	142 00
No. 302. President of the Cumberland Bank, Maine	500 00
No. 303. President of the United States Branch Bank, Portsmouth.....	100 00
No. 304. President of the United States Branch Bank, Boston.....	3,000 00
No. 305. President of the United States Branch Bank, New York	3,000 00
No. 306. President of the Bank of the United States.....	2,500 00
No. 307. President of the Branch Farmers' Bank of Delaware.....	50 00
No. 308. President of the Branch Bank United States, Baltimore	2,000 00
No. 309. President of the Branch Bank United States, Lexington.....	250 00
No. 310. George Macdaniel, agent, &c.....	1,850 00
No. 311. Thomas T. Tucker, treasurer privateer pension fund.....	7,000 00
No. 312. President of the Branch Bank United States, Norfolk.....	700 00
No. 313. President of the Branch Bank United States, Savannah.....	120 00
Balance	24 13
Total.....	<u>\$51,779 79</u>

Cr.

1826.		
January 12.	By Charles Hay	\$1,590 00
March 31.	By Treasury warrant, No. 291, in my favor	12,429 34
June 24.	By Treasury warrant, No. 395, in my favor	12,429 34
	28. By Treasury warrant, No. 401, in my favor	4,297 55
September 26.	By Treasury warrant, No. 8,222, in my favor.....	10,516 78
December 22.	By Treasury warrant, No. 8,537, in my favor.....	10,516 78
Total		<u>\$51,779 79</u>

By balance this day, \$24.13.

THOMAS T. TUCKER, *Treasurer United States.*TREASURY OF THE UNITED STATES, *January 1, 1827.*

E.

Statement of the stocks on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being commissioners of the navy pension fund, with the interest which accrued during the year 1826.

Stocks.	Principal.	Commencement of interest.	Interest for the year 1825.	Unredeemed principal Dec. 31, 1825.
Three per cent. stock.....	\$30,895 93	January 1, 1826..	\$926 88	\$30,895 93
Six per cent. of 1813, \$16,000,000 loan	18,400 00	January 1, 1826..	1,104 00	18,400 00
Six per cent. of 1813, 7,500,000 loan	134,235 02	Jan. to July 1, 1826..	4,028 04*	134,235 02
Six per cent. of 1814, 10,000,000 loan	279,634 72	January 1, 1826..	16,778 08	279,634 72
Six per cent. of 1814, 6,000,000 loan	224,590 87	January 1, 1826..	13,475 44 }	231,321 63
Six per cent. of 1814, 6,000,000 loan	6,730 76	July 1, 1826..	201 92 }	
Six per cent. of 1815	43,814 41	January 1, 1826..	2,628 88	33,814 41
Four and a half per cent. of 1324....	150,000 00	January 1, 1826..	6,750 00	150,000 00
	<u>\$888,301 71</u>		<u>\$45,892 24</u>	<u>\$888,301 71</u>

Unredeemed amount of principal on the 31st December, 1825..... \$870,566 17

Add stock purchased, to wit:

Six per cent. stock of 1814, \$6,000,000 loan, on the 17th March, 1826.....	\$11,004 73
Six per cent. stock of 1814, \$6,000,000 loan, on the 16th August, 1826.....	6,730 76
	<u>17,735 54</u>

Unredeemed principal on the 31st December, 1826, as above..... \$888,301 71JOSEPH NOURSE, *Register.*TREASURY DEPARTMENT, *Register's Office, January 8, 1827.*

* The principal of this stock, although not drawn from the Treasury, was reimbursable on the 1st July, 1826, and the interest ceased on that day.

19TH CONGRESS.]

No. 327.

[2D SESSION.]

CONDITION OF THE NAVAL HOSPITAL FUND ON THE 31ST DECEMBER, 1826.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 16, 1827.

NAVY DEPARTMENT, *January 15, 1827.*

SIR: The commissioners of the navy hospitals have had the honor to receive the resolution of the House of Representatives, of the 6th January, 1827, directing them to report "the amount of the sums which they have received and expended, by virtue of the act entitled 'An act establishing naval hospitals,' the balance remaining in their hands on the 31st December, 1826, designating the sum which has been absorbed in the pay of the navy, and which is due to the 'naval hospital fund,' and what measures they have adopted to carry into effect the provisions of said act," and respectfully make the following report:

That they have received the sum of.....	\$177,207 25
That they have expended.....	58,109 41
That there is now due to the navy hospital fund, from the pay of the navy, the sum of..	72,032 96
And that they have in the hands of the Treasurer of the United States, subject to their order,	119,097 84

Previous to the date of the report made by the commissioners on the 10th March, 1824, and to which they refer, (paper A.) there had been passed, on the books of the Fourth Auditor of the Treasury, to the credit of the navy hospital fund, \$191,701.67. By papers B, C, D, which are copies of statements of the Fourth Auditor, it appears that there was carried to the credit of the fund, in the years 1824, 1825, and 1826, the sum of \$57,538.54, which, added to the sum mentioned in paper A, gives \$249,240.21 as the whole amount with which the fund has been credited up to the 31st December, 1826. This sum is \$72,032.96 greater than that which is stated to have been received by the commissioners. The difference has been absorbed in the pay of the navy.

By the report of 10th March, 1824, (paper A,) it appears that the commissioners had expended, previous to 30th September, 1821, \$10,652.85.

In September, 1823, they purchased a site for a naval hospital at Chelsea, near the Navy yard in Charlestown, Massachusetts, which cost them \$18,228.48.

In May, 1824, they purchased a site for a hospital near the Navy yard at Brooklyn, New York, which cost \$7,911.75.

In June, 1826, they purchased a lot on which to erect an asylum, near Philadelphia, which cost \$16,191.00.

Within the present month they have contracted for some land adjoining Fort Nelson, near Norfolk, Virginia, to add to the ground on which the fort now stands, and which has been transferred from the War Department. On this site they propose, also, to build a hospital.

In addition to these several sums, they have expended, for various purposes incident to the management of the fund, \$5,125.33. The whole being added together, make the amount \$58,109.41, before stated, as expended by them. This amount, deducted from \$249,240.21, the total sum to the credit of the fund, leaves \$191,130.80, which ought now to be at the disposal of the commissioners to enable them to execute the purposes of their appointment. But such is not the fact, as the \$72,032.96, absorbed in the pay of the navy, is not under their control.

The commissioners respectfully ask the attention of Congress to the following statement respecting the history of the fund, the manner in which a portion of it has been absorbed in other objects, and the proper remedy for the grievance.

By the law entitled "An act for the relief of sick and disabled seamen," passed the 16th of July, 1798, it was provided that, after the 1st of September of that year, every master or owner of a vessel, arriving in any port of the United States, should render an account of the number of seamen employed in the vessel, and pay to the collector at the rate of twenty cents per month for the time each of said seamen was so employed, retaining the same out of their wages; that the collector should pay the money so received to the *Secretary of the Treasury*, and that the President of the United States should, out of the same, provide for the temporary relief and maintenance of sick and disabled seamen, in hospitals or other proper institutions; that the surplus, if any remained after this provision was made, should be invested in stock of the United States; and when a sufficient sum was accumulated he should purchase and provide grounds and hospitals for the accommodation of sick and disabled seamen, and appoint directors of the hospitals to govern them, under his instruction. A subsequent law directed the money to be expended, with some exceptions, in the State where it was collected, or in the adjoining State.

These provisions, which were originally designed only for the benefit of seamen employed in merchant vessels, were extended to the navy by "An act in addition to an act for the relief of sick and disabled seamen," passed 2d March, 1799. This law directed the Secretary of the Navy to deduct, after the 1st of September in that year, from the pay of each officer, seaman, and marine, the sum of twenty cents per month, and pay the amount, quarterly, to the Secretary of the Treasury, to be applied to the same purposes to which the money collected under the former act was appropriated; and the officers, seamen, and marines in the navy, to enjoy the same benefits and advantages as were by said law provided for the seamen employed in the merchant vessels of the United States. This last-mentioned law continued in force until the 26th of February, 1811, when Congress thought proper to separate the military from the mercantile marine—the seamen employed in merchant vessels from those employed in the navy, so far as related to this subject; and, therefore, passed the law establishing navy hospitals. By it, the Secretary of the Navy, Secretary of the Treasury, and Secretary of War were appointed a board of commissioners of navy hospitals; the money collected by virtue of the law of 2d March, 1799, to be paid to them, to constitute a fund for naval hospitals.

During the period in which the law of the 2d of March, 1799, was in force, and operated upon the navy, viz: from 1st September in that year, to 26th February, 1811, about twelve years, deductions were regularly made from the pay of the officers, seamen and marines, and the amount carried to the credit of the marine hospital fund in the hands of the Secretary of the Treasury. Upon this fund, therefore,

they had a perfect claim. It had been augmented by their pay, and for their benefit. It was just to them that their proper proportion of it should be handed over to the commissioners of the navy hospitals, for their use. To have denied this would have been manifest injustice. Congress intended to secure their rights in this respect. What precise proportion of the marine hospital fund ought to have been assigned to them, it was probably difficult at that day, and would be impossible at this, to specify. The amount received from them, and the exact portion expended upon them, and for their benefit, were probably both uncertain. It was the will of Congress to decide that \$50,000 was their proper proportion; and by the act of the 26th of February, 1811, separating the two funds, that sum was appropriated out of the unexpended balance of the marine hospital fund and directed to be paid to the commissioners, to form a part of the fund for the navy hospitals. This law, however, never has been executed; the payment never has been made. The sum of \$3,782.86 only has been delivered to the commissioners; the balance remains to this day unsatisfied. The want of funds was the cause of this omission, as was stated in a report of the commissioners, dated January 15, 1818.

It is most respectfully suggested that this injustice ought no longer to exist. The money was taken from the pay necessary to the support and comfort of the officers, seamen, and marines of the navy, by no act of theirs, but by the irresistible operation of a law of Congress; and it was taken under a pledge that it should be used for their benefit. It has not yet been so used; \$46,217.14 remains to be paid for their benefit. The commissioners of navy hospitals, therefore, on their behalf, ask of Congress to make an appropriation to that amount, that it may be restored to a fund in which their comfort and happiness are so deeply interested.

It will also be perceived, by the laws before referred to, that this fund is created solely by the deduction of twenty cents per month. This deduction has been uniformly made in every case since the 1st of September, 1799. The amount arising therefrom previous to the passage of the act of February 26, 1811, was supposed to be provided for in that act by the appropriation of the \$50,000 before mentioned. Since February 26, 1811, the amount deducted was not regularly carried to the hospital fund, and placed in the hands of the commissioners, until January 1, 1824. During the war of 1812, and for several years after it, although it was taken from the officers, seamen and marines, yet it was permitted to remain in the sums appropriated for the pay of the navy, and expended for that or other objects. In this manner, it is seen by paper A, the sum of \$119,712.95 was absorbed previous to January 1, 1824. This operation was considered improper; and the Secretary of the Navy, on the 11th of March in that year, directed the Fourth Auditor to make a statement from the accounts of the disbursing officers, in every quarter, that a requisition might be issued, and the amount carried to the proper fund, (see paper E.) Since that time, and in virtue of that order, the deductions made from the pay have been regularly added to the hospital fund, in the hands of the Treasurer of the United States, as agent of the commissioners.

Since that period, also, various sums have at different times been paid to the hospital fund out of the pay of the navy; so that the latter was, on the first of this month, indebted to the former \$72,032.96, (see paper D.) This debt may possibly, in the course of several years, be satisfied out of the balances which shall remain of the pay of the navy, but the process must be slow and uncertain; and the commissioners, therefore, again respectfully ask that an appropriation may be made, restoring it at once to the hospital fund. It has been heretofore represented to Congress that the want of this money has prevented them from purchasing sites, erecting buildings, and otherwise performing the duties assigned to them by law; and it is a painful fact that although the law, designed to provide hospitals and an asylum for our seamen, has been in operation nearly twenty-eight years, and deductions from their pay constantly made during all that time, yet, in consequence chiefly of the state of the funds, not one building for their accommodation and comfort has been erected. The effect upon the feelings of our officers and seamen may well be imagined. The commissioners are assured that it has been one powerful cause of the difficulties sometimes encountered in procuring seamen for our public vessels.

It is thus shown that the commissioners now have \$119,097.84, which may be immediately used in executing the purposes of the law. If Congress appropriate the two sums, one of which has been expended on the marine hospitals and the other absorbed in the pay of the navy, there will then be \$237,347.94 at their disposal; a sum sufficient to erect all the buildings which they deem necessary in the present state of the naval service.

The measures adopted to carry into effect the provisions of the law, may, in part, be seen in the preceding statement. In addition to which, the commissioners have, during the past year, caused a wharf to be built on the lot near Charlestown, Massachusetts, another on that near Philadelphia, made arrangements to build one at Brooklyn, New York, and caused other slight improvements to be made. They have also procured with great care, from some of the most accomplished architects in our country, plans for the buildings which they suppose necessary at the places mentioned, keeping in view the improvements in such establishments in other countries, and the direction of the law "to regard economy, and give preference to such plans as, with most convenience and least cost, will admit of subsequent additions, as the funds will permit and circumstances require."

They have employed Mr. Strickland, a very skillful and experienced architect, to make the necessary contracts for materials, and superintend the building of a "permanent asylum for disabled and decrepid navy officers, seamen, and marines," at Philadelphia; and Mr. Haviland, another skillful and experienced architect, to make the contracts for and superintend the building of a hospital near Norfolk, Virginia. Both the asylum and the hospital, they hope, will be completed within the next year, in a manner suited to the interesting nature of the works themselves, and to the obligations due to those out of whose funds the cost of their erection is to be defrayed.

They propose, also, to proceed with the hospitals at Charlestown and Brooklyn, as soon as the funds under their control will permit; and if the recommendations which they have suggested, to pay to the fund what is really due to it, be adopted by Congress, they do not doubt that they will be able to complete all the hospitals mentioned in the course of the next two years.

Which is respectfully submitted.

SAMUEL L. SOUTHARD.
RICHARD RUSH.
JAMES BARBOUR.

To the honorable the SPEAKER of the House of Representatives.

A.

NAVY DEPARTMENT, *March 10, 1824.*

SIR: In answer to the resolution of the House of Representatives, of the 20th January, "That the commissioners of the navy hospitals be directed to report to this House the amount of the sums which they have received and expended by virtue of the act entitled 'An act establishing navy hospitals;' the balance remaining in their hands on the 31st of December, 1823, designating the sum which has been 'absorbed in the pay of the navy, and which is due to the hospital fund;' and what measures they have adopted to carry into effect the provisions of said act;" we have the honor to enclose a copy of a letter from the Fourth Auditor of the Treasury, marked A, with a statement of the accounts in the Auditor's office, marked B, showing the receipts and disbursements of said fund up to the 31st of December, 1823.

The law separating the naval from the marine hospital fund was passed on the 26th February, 1811. On that day a balance of \$3,782.86, standing to the credit of the marine hospital fund, was carried to the credit of the navy hospital fund. This sum, with the deductions authorized by law from the pay of the officers, seamen, and marines, constitutes the whole of the navy hospital fund. These deductions have been regularly made whenever the officers, seamen, and marines have received their pay, and the sums so deducted have been left in the "pay of the navy," which is of course responsible for them. They were not in the first instance drawn from the "pay of the navy" at the times in which they accrued, in consequence of the war which succeeded the passage of the law, and were left in the same situation for several years afterwards.

By the report made on the 29th October, 1823, it appears that the balance to the credit of the fund at that time was \$117,074.34; since which, the deductions from the pay of the officers, seamen, and marines, and for which the "pay of the navy" is responsible, have amounted to \$2,638.61, making the navy hospital fund, on the 31st December, 1823, amount to \$119,712.95, exclusive of the amount which has been under the control of the commissioners.

After the establishment of the fund, in February, 1811, and before the 30th September, 1821, the expenditures by the commissioners amounted to \$10,652.85; since that time there has been drawn and placed in the hands of the Treasurer of the United States, subject to the orders of the commissioners, \$43,335.87, and in September, 1823, \$18,000 were paid for a site for a naval hospital near the Navy yard at Charlestown, Massachusetts. These three sums added together make \$71,988.72, which added to the sum of \$119,712.95, for which the "pay of the navy" is responsible, make \$191,701.67, being the whole amount of money which has accrued to the fund since its establishment.

From this statement it will be perceived that the only funds, which the commissioners can immediately control for the objects of the law, are those in the hands of the Treasurer, viz.: \$43,335.87. The debt due from the "pay of the navy" can only be paid as balances of the appropriations for that object shall remain at the end of the year; and as these appropriations are founded upon estimates calculated with great care and accuracy, and are barely adequate to accomplish their object, it is manifest that it will be a long time before the fund is repaid, and the commissioners will have the control of all the means which properly belong to it.

The delay will greatly postpone the accomplishment of the benevolent purposes of the law creating the fund, and do injustice to those who have contributed to it, and who by the delay will be deprived of its benefits.

With a view to avoid the difficulties which have heretofore existed on this subject, an order has been given to the Fourth Auditor of the Treasury to make out, at the end of each quarter, from the returns of the disbursing officers, a statement of all moneys accruing to the navy hospital fund during the quarter, and give a regular certificate of the amount, that a warrant may be issued for the same in favor of the agent of the fund. By this means it will, at the end of each quarter, receive all the money to which it is entitled, and the "pay of the navy" will not become any further indebted to it.

In September, 1823, the commissioners purchased a site for a hospital adjoining the Navy yard at Charlestown, Massachusetts, for which they paid \$18,000, and have made a contract for another site near the Navy yard at Brooklyn. These are all the "measures they have adopted to carry into effect the provisions of the act."

Respectfully, &c.,

WM. H. CRAWFORD.
J. C. CALHOUN.
SAM'L L. SOUTHARD.

To the Hon. the SPEAKER of the House of Representatives

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 26, 1824.*

SIR: In obedience to the request contained in your letter of the twenty-first instant, enclosing a resolution of the House of Representatives relative to the "naval hospital fund," I have the honor to report:

That, from the 26th February, 1811, to the 31st December, 1823, there has been passed, to the credit of said fund on the books of this office, and those of the accountant of the navy, the sum of	\$187,918 81
To which must be added a balance standing to the credit of the "marine hospital fund," on the 26th February, 1811, and carried to the credit of the "naval hospital fund"....	3,782 86
	\$191,701 67

From this sum is to be deducted amount of expenditures to 30th Sept., 1821..	\$10,652 85
Moneys drawn and placed in the hands of the Treasurer of the United States..	43,335 87
Moneys drawn in September, 1823, for the payment of land purchased for a naval hospital site at Boston.....	18,000 00
	71,988 72
	\$119,712 95

Leaving a balance to the credit of the "naval hospital fund," on the books of this office, on the 31st December, 1823, of one hundred and nineteen thousand seven hundred and twelve dollars and ninety-

five cents, the whole of which has been absorbed in the "pay of the navy," and for which the appropriation for that object is responsible.

I have the honor to be, sir, with great respect, your obedient servant,

CONSTANT FREEMAN, *Auditor*.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy*.

Navy hospital fund.

Dr.

To balance due navy hospital fund	\$119,712 95 $\frac{5}{12}$
---	-----------------------------

Cr.

By balance standing at the credit of the navy hospital fund on the 1st day of October, 1823, per report transmitted 29th October, 1823.	\$117,074 34 $\frac{5}{12}$
By amount carried to the credit of said fund, from 1st day of October to 31st day of December, 1823.	2,638 61
	<u>\$119,712 95 $\frac{5}{12}$</u>
By balance brought down.	\$119,712 95 $\frac{5}{12}$

CONSTANT FREEMAN, *Auditor*.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 26, 1824.*

B.

Navy hospital fund.

Dr.

1824.		
May 24.	To requisition on the Treasury No. 2,223, in favor of Thomas T. Tucker, for.	\$5,353 74
July 14.	To requisition on the Treasury No. 2,418, in favor of Thomas T. Tucker, for.	2,026 99
	To balance due navy hospital fund	132,574 88
		<u>\$139,955 61</u>

Cr.

By amount standing at the credit of the navy hospital fund, per report transmitted 29th October, 1823.	\$117,074 34
By amount carried to the credit of said fund, for 4th quarter, 1823.	\$2,640 21
Amount credited in 1st quarter, 1824.	12,238 74
Amount credited in 2d quarter, 1824.	2,026 99
Amount credited in 3d quarter, 1824.	5,975 33
	<u>22,881 27</u>
	<u>\$139,955 61</u>
By balance to credit of said fund on 30th September, 1824.	\$132,574 88

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 1, 1824.*

Abstract of money carried to the credit of the navy hospital fund, from the 1st day of October to the 31st day of December, 1824.

For pay afloat	\$2,001 23
For pay of stations	67 25
And for marine corps' pay	48 29
	<u>\$2,116 77</u>

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 9, 1825.*

C.

Navy hospital fund.

Dr.

1825.	To requisitions on the Treasury, viz:	
Feb. 10.	For requisition No. 3,159, in favor of Thomas Tudor Tucker, agent for navy hospital fund.....	\$2,116 77
June 14.	For requisition No. 3,608, in favor of T. T. Tucker, agent	8,229 60
Aug. 9.	For requisition No. 3,797, in favor of T. T. Tucker, agent	3,722 56
Oct. 14.	For requisition No. 4,057, in favor of T. T. Tucker, agent	2,797 66
Oct. 29.	For requisition No. 4,103, in favor of Silas Butler	7,911 75
Nov. 10.	For requisition No. 4,149, in favor of T. T. Tucker	6,885 00
	To balance due navy hospital fund	116,920 66
		<u>\$148,584 00</u>

Cr.

By amount standing at the credit of the navy hospital fund on 31st December, 1824	\$128,698 58
By amount carried to the credit of said fund, viz:	
From 1st January to 31st March, 1825, inclusive	8,229 60
From 1st April to 30th June, 1825, inclusive	3,722 56
From 1st July to 30th September, 1825, inclusive	2,797 66
From 1st October to 31st December, 1825, inclusive	5,135 60
	<u>\$148,584 00</u>
By balance due navy hospital fund.....	\$116,920 66

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 11, 1826.*

D.

Navy hospital fund in account with the United States.

Dr.

1826.		
Jan. 12.	To requisition on the Treasury No. 4,298, in favor of Thomas Tudor Tucker....	\$5,135 60
April 7.	To requisition on the Treasury No. 4,515, in favor of Thomas Tudor Tucker....	3,395 56
June 20.	To requisition on the Treasury No. 4,775, in favor of George Harrison.....	16,191 00
July 12.	To requisition on the Treasury No. 4,839, in favor of T. T. Tucker.....	2,275 97
Oct. 16.	To requisition on the Treasury No. 5,113, in favor of T. T. Tucker.....	3,184 86
Dec. 6.	To requisition on the Treasury No. 5,248, in favor of T. T. Tucker.....	30,000 00
	To balance due navy hospital fund on the 31st December, 1826	72,032 96
		<u>\$132,215 95</u>

Cr.

By balance due to navy hospital fund, per statement transmitted January 11, 1826, ...	\$116,920 66
Amount passed to the credit of navy hospital fund, from 1st January to 31st March, 1826.....	\$3,395 56
Amount passed to the credit of navy hospital fund, from 1st April to 30th June, 1826.....	2,275 97
Amount passed to the credit of navy hospital fund, from 1st July to 30th September, 1826.....	3,184 86
Amount passed to the credit of navy hospital fund, from 1st October to 31st December, 1826	6,438 90
	<u>15,295 29</u>
	<u>\$132,215 95</u>
By balance standing to the credit of the navy hospital fund, on the 1st January, 1827..	\$72,032 96

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 8, 1827.*

E.

NAVY DEPARTMENT, *March 11, 1824.*

SIR: At the expiration of each quarter, from the 1st of January, 1824, you will make out, from the returns of the disbursing officers, a statement of all moneys accruing to the navy hospital fund, during the quarter, and give a regular certificate of the amount, that a warrant may be issued for the same, in favor of the agent of that fund.

I am, respectfully, &c.,

SAM'L L. SOUTHARD.

To the FOURTH AUDITOR of the Treasury.

19TH CONGRESS.]

No. 328.

[2D SESSION.]

CONCERNING APPOINTMENTS, PROMOTIONS, DUTIES, AND COMPENSATION OF THE SURGEONS AND ASSISTANT SURGEONS IN THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 17, 1827.

Mr. BARTLETT, from the Committee on Naval Affairs, who were instructed by a resolution of the 10th of January, 1827, "to inquire into the expediency of making such alterations and improvements, as the public service may require, in the medical department of the navy," reported:

That, early in the last session of Congress, the attention of the committee was directed to the subject of this inquiry, and there was no diversity of opinion as to the importance and necessity of alterations and improvements in the organization of the medical department of the naval service.

The committee were of opinion that further legislative regulations were necessary in relation to the *appointments*, the *promotions*, *duties*, and *compensation* of surgeons and assistant surgeons in the navy. Other improvements in the organization of the naval establishment were deemed by the committee not less important than that which forms the immediate subject of the present inquiry. They therefore reported "a bill concerning the naval establishment," in which, with other provisions that it was believed the service demanded, was embraced the subject of this resolution; in relation to which, that bill provides, generally:

1st. Concerning *appointments, promotions and duties*: That no person shall be appointed *assistant surgeon* in the navy, unless he shall have been examined and approved by a board of three or more surgeons of the navy, designated by the Secretary of the Navy Department; and no person shall be appointed a *surgeon*, until he shall have been commissioned an *assistant surgeon* three years, and have served at least two years, as such, at sea on board a public vessel; and shall also have been examined and approved, as in case of assistant surgeons. It also provided for the appointment, from the surgeons of the navy, to every fleet, or squadron, of an experienced surgeon, to be denominated the surgeon of the fleet; and makes it his duty to examine and approve the requisitions, and inspect the quality of medicines and hospital stores; and, in difficult cases, to consult with the surgeons of the several ships; make records of the character and treatment of diseases, and make particular and periodical reports of the same; and to perform all duty appropriate to his station, under the direction of the Navy Department.

2d. Concerning *compensations*: That the surgeons and assistant surgeons of the navy shall receive one ration a day each; and that the monthly pay of surgeons shall be in proportion to the time they have been in the public service, as surgeons, viz: a surgeon, who shall have served less than five years, as such, sixty dollars a month, which, after the first five years' service, shall be increased at the rate of ten dollars a month for every additional term of five years: *Provided*, that the highest rate of pay shall not exceed one hundred dollars a month and one ration a day, excepting the surgeon of the fleet. That an assistant surgeon, before being passed for promotion, as surgeon, shall, while in service, receive forty dollars a month; and after being so passed, fifty dollars a month; and when serving on board vessels of war, having no other medical officer on board, an assistant surgeon shall be allowed ten dollars a month, in addition to the pay aforesaid. And that a surgeon of the fleet, while in service, as such, shall receive, in addition to the other compensation allowed to surgeons, and *not* subject to the same limitation, an allowance of twenty dollars a month; and prohibits any other allowance, or compensation for any purpose, to be made to either of said grades. The committee, in adopting the provisions embraced in that bill, considered the present law defective, in that it does not require any examination of surgeons and assistant surgeons previous to appointment, or any term of service previous to appointments to the highest grade; nor does it require the duties which are recommended for surgeons of the fleet, or graduate the pay by the time of service, or, in the opinion of the committee, allow a sufficient compensation to those who have spent much of their life in the service of their country; but, as the provisions deemed expedient by the committee are embraced in the bill before the Committee of the Whole House, the committee recommend the following resolution:

Resolved, That the Committee on Naval Affairs be discharged from the further consideration of the resolution, of the 10th of January, respecting the medical department of the navy.

19TH CONGRESS.]

No. 329.

[2D SESSION.]

ON CLAIM OF A WIDOW, ON ACCOUNT OF THE SUFFERINGS AND LOSSES OF HER HUSBAND, WHILE IN CAPTIVITY AT TRIPOLI, IN 1804.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 19, 1827.

Mr. STORRS, from the Committee on Naval Affairs, to whom was referred the petition of Gratia Ray, widow of William Ray, deceased, reported:

That the memorialist states that her late husband was taken prisoner by the Tripolitans at the capture of the U. S. frigate Philadelphia, and suffered greatly in his health from his captivity, and lost all the property which he had on board the same ship; that he has since deceased, and left her, with several children, destitute of support, and she prays that Congress would make to her and her family some compensation for those sufferings and losses.

The committee are of opinion that it would be inexpedient to grant the prayer of the petition, and establish thereby a precedent which must prove to be very extensive in its application, and which, the committee believe, has never been sanctioned heretofore by Congress. They recommend, therefore, the following resolution:

Resolved, That the petitioner have leave to withdraw her petition.

19TH CONGRESS.]

No. 330.

[2D SESSION.]

ON THE EXPEDIENCY OF ESTABLISHING A LINE OF VESSELS TO PANAMA AND A COMMUNICATION BETWEEN THE ATLANTIC AND PACIFIC OCEANS ACROSS THAT ISTHMUS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 24, 1827.

Mr. STORRS, from the Committee on Naval Affairs, to whom was referred a resolution instructing them to inquire into the expediency of establishing a line of communication, from some port or place in the United States, across the Isthmus of Panama, to some port or ports on the Pacific ocean, reported:

That they have taken the subject under consideration, and are fully convinced of the expediency of establishing the proposed line of communication. The increasing importance of the various nations bordering upon that ocean, and our increased commerce with those nations, are highly interesting to every portion of the Union. Our trade on the northwest coast, our extensive whale fishery, all demand the vigilance of government; and the government, duly estimating the interests of the country, have wisely stationed a portion of our navy in that ocean, to protect our property and preserve our rights. Without entering into a particular consideration of the situation and governments of the various nations in the Pacific, including the islands as well as the main, with whom we have intercourse, it may be proper to say that no navy could be placed in a situation so responsible, and where the officers would so much need the instruction of the government. Indeed, it is desirable at all times that our navy should act under the immediate instruction of the Executive, as far as practicable, and that as little be left to the discretion of the officers as circumstances will allow. Cases may, and will no doubt occur, which will throw great responsibility upon our naval commanders, affecting national interest and honor. Where such responsibility cannot be avoided it must be assumed; and, while we are disposed to place merited confidence in our naval officers, we are disposed to relieve them, as far as possible, from a responsibility which necessity alone would induce them to assume or us to allow. This object can be effected only by affording opportunity to instruct them from time to time, as circumstances and the changes in events may demand.

Our navy in the Pacific usually cruises from Valparaiso, on the south, to Callao, on the north, and sometimes extending much beyond those points. The ordinary length of a passage from the United States to Valparaiso, round Cape Horn, is from eighty to one hundred and twenty days; it therefore requires from six to eight months to send a letter to or from the squadron and receive an answer. From this great delay and circuitous voyage, it is certainly desirable, if practicable, to obtain relief. It is important to the nation that the government should be able to send dispatches and orders to our naval forces in as short a period as practicable, and it is practicable to facilitate and shorten our communication, by the route named across the Isthmus of Panama, so that instead of requiring six or eight months to receive information and give instructions, it may be effected in ninety days.

It is contemplated to establish a line of vessels to run from some port in the United States to the isthmus. A passage from the Chesapeake to the isthmus may be estimated at fifteen or twenty days. The journey across the isthmus, from Chagres to Panama, thirty-six hours; a passage from Panama to Valparaiso, thirty or thirty-five days; and from Valparaiso back again to Panama, about twenty-five; or, should Lima be fixed upon, a passage from Panama to Lima may be estimated at, and return passage to Panama, twenty-four or thirty days. Instructions might ordinarily be sent from the Chesapeake to Lima, or Valparaiso, in forty or fifty days, and a return in about the same period, being much less than half the time at present required, saving more than four months. The time required upon the Pacific in a passage from Panama to Valparaiso, and from the Chesapeake to Panama, would be about the same, so that if a communication were kept up between the United States and Valparaiso, and Panama made the place of departure, there would be little delay; whenever a vessel arrived from the United States to Panama, a vessel would be there ready to sail, and when a vessel returned from Valparaiso to Panama, a vessel would be ready to sail to the United States. To effectuate this object, four vessels would be required; two on this side to communicate with the United States, and two in the Pacific. It is recommended that the vessels employed be schooners of a large class, because the dispatches they might be charged with would be important, and their freight valuable. Such vessels would afford great security, not only to whatever might be entrusted to their charge, but also to our commerce against piracies. Indeed, if protection against piracy be our sole object, the vessels in question would be suitable, and the passage on both sides in the very place where we are most likely to be infested, so that these vessels would effect the double object of protection against piracy, and the carrying dispatches and whatever else might be deemed expedient.

The importance of the measure cannot escape the notice of any one, as affording a direct communication with our ministers and agents in the South American governments.

We may be permitted to add, that the contemplated communication would afford great facilities to our commerce in the Pacific and to our whale fishery; interests of no small value, which we trust are increasing and will continue to increase—interests which affect every part of the country, whether engaged in agriculture, commerce, or manufactures. These valuable interests have been protected by our navy, and the wisdom of such protection has not been questioned: they are not to be overlooked in examining the advantages which may result from the proposed measure, which is intended, primarily and principally, to facilitate our intercourse with the navy.

Nor can we forget that those who are stationed in our navy, as well as those in our whale ships, and others, amounting to thousands, are separated from friends for years. To afford such facilities to send to and receive letters from their friends and owners, would be desirable and beneficial, as it would afford means of information and instruction as well as gratification; and if even a trifle were allowed for such purpose, it would accord with the policy of the country of affording mails in some cases, at a very considerable expense to the government.

But the leading object in view is to improve our navy, by keeping up a connection with the parts; to afford facilities for supplying the wants of the squadron in the Pacific; in making timely and proper

application of funds for its support; in giving instructions and orders. These objects are deemed important in point of economy, as well as conducing to the honor and interest of the nation.

The committee therefore report a bill.

NAVY DEPARTMENT, *January 13, 1826.*

Sir: In your letter of the 22d December, you enclose a resolution of the House of Representatives of the 19th, instructing the Committee on Naval Affairs "to inquire into the expediency of establishing a line of communication between the Atlantic and Pacific oceans, through the Isthmus of Panama;" and you ask the opinion of the Department "as to the utility of the proposed communication, the facility of its establishment, the most advantageous and economical mode of effecting the object."

The opinion of the Department, that this communication should be established, was decidedly expressed in the report to the President, which accompanied his message at the commencement of the session, and to which I refer you.

The usual cruising ground of the American squadron in the Pacific ocean is, from Valparaiso on the south, to Callao on the north; sometimes, however, extending much beyond those points in both directions.

The ordinary length of a passage from the United States to Valparaiso, round Cape Horn, is from eighty to one hundred and twenty days. It therefore requires from six to eight months to send a letter to or from the squadron and receive an answer. If a correspondence between the government and the commanding officer be necessary, it is desirable that this period should be shortened.

It is always of high importance to the nation that the government should possess the means of communicating rapidly its views and orders to those who command its forces abroad, and who are often obliged to act in cases affecting the public honor and interest. Nowhere do such cases arise more frequently than in the Pacific ocean. Our interests there are immense, and everything in the government, the people and the forces, which operate upon these interests, unsettled and subject to rapid and violent changes, producing constant danger and repeated injuries.

Questions of doubt and difficulty, which cannot be foreseen, are incessantly occurring, upon which it is natural that the commanding officer should desire to be instructed, and upon which it is the interest of the government that instructions should be given. But in the present dilatory and uncertain mode of conveyance, they cannot be asked for and received until they are often useless, the officer having been compelled to act in ignorance of the views of the government, and perhaps in violation of its wishes. Communications to and from him are frequently necessary respecting the discipline and economy of the force under his command, which, being impracticable, leave a painful responsibility upon him, and sometimes injury to the service is the result.

Inconveniences also arise in supplying the wants of the squadron, and in making a timely and proper application of funds for its support, which might be avoided by a shorter, more uniform, and periodical mode of conveyance. Many expenses might be saved, and the squadron supplied more economically.

The convenience, also, and comfort of the officers in the squadron are worthy of attention and regard. Separated for years, at such an immense distance from their country and friends, and from the scene of their private interests, it becomes the government to interfere in their favor, and relieve them, as far as possible, from the unpleasantness of their situation, by affording them the means of frequent intercourse by letter, by which many injuries and much uneasiness might be avoided.

Although the considerations be not peculiarly connected with this department, it may be correct to add, that the proposed communication would be extremely useful to the government, by facilitating its intercourse with several of our public political agents, and to the whole mercantile community, by rendering the commercial correspondence with that portion of South America, and the means of transferring funds, of every description, more speedy and certain.

The advantages which would result to the commerce in every part of the Pacific ocean; to our intercourse with the northwest coast, and even with China, by shortening the time of sending and receiving advices three or four months, would be immense. There is no danger that you will value this last-mentioned advantage too highly. Its importance is every hour increasing in magnitude, and will be most sensibly felt in the augmented revenue and commerce which it will occasion. But it does not seem proper in me to pursue this consideration.

The passage from the Chesapeake to the isthmus may be estimated at fifteen to twenty days, and the return passage at fifteen to twenty days. The journey across the Isthmus from Chagres to Panama at thirty-six hours. The passage from Panama to Valparaiso at thirty to thirty-five days, and from Valparaiso to Panama at about twenty-five days. Should Lima be fixed upon as the point of departure in the Pacific, the passage from that place to Panama may be estimated at fifteen, and the return passage at twenty-four to thirty days. Allowing, therefore, for no unusual delays, a package may be sent by this route, from the Chesapeake to Lima and Valparaiso, in between forty and fifty days, and a return made in about the same period, being much less than one-half the time now consumed in the operation.

It will be prudent, in the first instance, to establish this communication between some port in the Chesapeake, say Baltimore or Annapolis, and Lima. Should experience prove it to be advisable, it can hereafter be extended to Valparaiso, the vessel touching, in its passage, at the intermediate towns. The average time which it will take to reach Panama from the points mentioned, will be very nearly the same, and by arranging properly the period of starting, and making that the place of meeting, there will seldom be much delay in effecting an interchange of the letters which may be carried in each direction. The consul, or other agent of the United States, under such instructions as may be given, will furnish the necessary means both of safety and expedition.

It is not believed that any impediment will arise from the government of the country through which the communication is to be made. On the contrary, there is the strongest confidence that every facility will be afforded by it which may be called for by our interests or our wishes.

To execute the proposed plan, it will be necessary to have two vessels on each side of the Isthmus. These may be either small, but fast sailing schooners, of sixty or seventy tons, or schooners of a larger class, carrying twelve guns, like the *Shark* and *Porpoise*. My own opinion is decidedly in favor of the latter, for three reasons:

1st. They are safer from all dangers, both common and extraordinary—of the sea and of enemies; against these dangers it is wise to guard. They will always carry dispatches of importance, and sometimes offer temptations to plunder by the value and nature of their freight. Under such circumstances it would not be pleasant to have them rifled and destroyed.

2d. They will be under the direction of this Department; be commanded by naval officers; and form essentially a part of the navy. Like other vessels, they should be useful in training our officers and seamen. But if less than the size proposed, they cannot answer that purpose. Discipline cannot be preserved in them, nor can the officers or men be properly instructed in seamanship and their respective duties. Experience has sufficiently taught us, that smaller vessels are expensive, injurious to correct habits, and destructive of subordination and discipline.

3d. They ought not to be merely packets for carrying dispatches, but vessels-of-war, ready and able to render protection to our interests, when they find them assailed. Their route throughout its whole course in both oceans, but especially in the Pacific, will be where our commerce needs protection; and they will be likely to fall in with pirates and others who interrupt our ships; their force should therefore be competent to any ordinary call which may be made upon it.

The expense of executing the plan will depend in some degree upon the vessels which may be selected.

We have no small schooner suited to this object. But should this class of vessels be selected, they ought to be provided with two competent officers, and six or seven hands, and two or more spare berths to accommodate the messenger, and any passengers to whom the government might see fit to furnish a conveyance to the Pacific. Their original cost may be estimated at \$4,500 each, their annual expense at \$3,500 each, and the expense of the messenger at \$2,000.

Should the opinion which I entertain be considered the best, it will be necessary to build three additional schooners of twelve guns—two to be used in the Atlantic and one in the Pacific, the Dolphin which is now there, being ordered on this service.

I wish you to remark, however, that during the past year one of the small schooners attached to the West India squadron was lost, and two others, with the Decoy, sold; and the Nonsuch, of twelve guns, became too much decayed to be repaired. Another ought to be built to supply her place, whether this communication be established or not. It ought not, therefore, to be charged with the necessity of building more than two of those which are proposed, nor with a large portion of the annual expense which may be found necessary to support the communication after it is established.

The cost of these vessels will be \$17,000 each, and their annual expense \$16,500 each; an expense which would be more than compensated to the nation by one successful commercial enterprise, and by one important dispatch being expedited to a political agent, or the commanding officer of the squadron.

The expense of sending the dispatches across the isthmus would be very small, if large schooners be adopted, as they might be provided with boats which could be sent up the river from Chagres to Cruces, and one of the officers of the vessel be entrusted with the dispatches to Panama.

I am not aware of the necessity of any legislative act on this subject, except to authorize the building or purchasing of the vessels, and such an appropriation as will meet the demands of the year—say \$51,000 for building the vessels, \$49,500 for their support, and \$3,000 for contingent expenses. The annual expense of the vessels which will be employed in this operation may hereafter be embraced in the general appropriation bills.

I have the honor to be, very respectfully, &c.,

SAMUEL L. SOUTHARD.

Hon. HENRY R. STORRS, *Chairman of the Committee on Naval Affairs, House of Representatives.*

19TH CONGRESS.]

No. 331.

[2D SESSION.]

ON THE SUBJECT OF GENERAL AND SPECIFIC ESTIMATES FOR THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 29, 1827.

NAVY DEPARTMENT, January 28, 1827.

Hon. Daniel P. Cook, chairman Committee Ways and Means, House of Representatives:

SIR: I have had the honor to receive your letter of yesterday's date, making certain inquiries on behalf of the Committee of Ways and Means, and present for your consideration the following answers and explanations:

The reasons for combining the three first items of the estimates of last year in the first item of the estimates of this year have been heretofore presented to the Committee of Ways and Means. They do not affect the amount which is to be expended for the service, for the same is estimated under the one head that would have been under the three; nor can one cent more be expended under one form of appropriation than under the other. They do not affect the responsibility of the disbursing officers, for that responsibility is precisely the same under both forms. But three benefits were supposed to result from combining them together.

1st. The certainty that the appropriation would be expended on the precise object for which it was made. When the items are separated, it is very difficult, sometimes impossible, for the disbursing officers who pay the money, and the Treasury officers who settle the accounts, to decide under which item the payment ought to be made and charged; because it is not easy to say whether an officer or seaman is for the time attached to the service generally—to the navy yard and shore service—or belongs to the civil establishment. Errors are therefore committed, and money paid out of one appropriation, when it ought to be paid out of another. From this unavoidable cause, it often happens that one or more of the appropriations is exhausted before the end of the year; the error cannot be corrected, and we are left without the possibility of making necessary payments, &c.

2d. In the settlement of the accounts, the errors thus committed must as far as possible be corrected; and, hence, confusion and errors constantly arise, both with the officer and at the Department.

3d. The settlement of the accounts becomes much more difficult, expensive and laborious.

From these evils, it was supposed best to place the whole in one item. As all were to be paid, a general appropriation of pay for all was considered sufficient for every purpose. The objection to its being a general, not a specific appropriation, was also supposed to be avoided by the minute statements explanatory of the items which show every officer, man and thing, on and for which it is to be expended. The combination of the whole pay in one item, was formerly the mode of appropriation; and a separation was made with a view, more distinctly if possible, to exhibit the objects of expenditure; but the difficulties resulting from it induced a return to the former mode. As this does not meet the views of the committee, and they desire to keep them separate, the enclosed statement has been made, separating the one item into three. This statement, you will perceive, on examination, is merely copied from the estimates which were sent to you at the beginning of the session. Those estimates are the same, and made in the same mode as those of last year. The difference is not in the estimates, nor in the detail, but simply and alone in the summary which is made of the amount of the estimates. No new estimate, therefore, is sent to you. The object of the committee will be entirely satisfied, by separating the sums which compose the first head, and placing them under the same heads as they were placed in the last year. To examine the accuracy of the statement I enclose, you have only to examine the estimates in pages referred to in the statement.

In reference to the amount of force, I beg leave to suggest that the committee is in error, in supposing that a larger amount is to be employed for the whole year than was employed during a part of the last. I refer you to my letter to Mr. McLane, of January 16, and ask to remind the committee that, after the estimates were presented at the beginning of last year, it became necessary to send a squadron to the coast of Brazil. This squadron, added to the estimated force at the beginning of the present session, is the very same (with the variation of one or two small vessels) as it was last year.

The force estimated for this year, for the whole year, is the same, with the exception stated, as was in commission during the last, after the Brazilian squadron sailed.

The only difference between the estimates at the beginning of last year and this, are these: 1st. The squadron on the coast of Brazil was not in that of last year, but in this. 2d. There is an estimate for the time necessary for fitting out a squadron to relieve that in the Mediterranean, and bringing it home, discharging the crews, and laying up the ships. This is absolutely necessary, because the ships require some repairs, and the time of the crews has expired, and they cannot be discharged in the Mediterranean. 3d. The estimates for the time the Pacific squadron will probably take to return home and be discharged. This is less than is allowed in the former case, because the relief squadron was prepared during the last year, and probably arrived on the station before the 1st of January. There is good reason to expect that the squadron returning home may be discharged in the four months estimated for.

I enclose copy of a communication from the Navy Commissioners, explanatory of the points stated in your letter. It seems only necessary for me to add to the remarks, that the land which is desired at Norfolk is very important to the convenience and economy of the yard; that it will cost about \$15,000; and that it ought now to be purchased, because it is indispensable to the safety of the public property that a wall be constructed, and the purchase ought to be effected before this is done.

Deducting the \$15,000 for the land, and the estimate for that yard is but little more than for the other yards; and is for objects, the usefulness of which requires no explanation.

Having been compelled to prepare this communication very hastily, no copy has been taken, and you will confer a favor by permitting me to have it for a short time after the committee has examined it.

I am, very respectfully,

S. L. SOUTHARD.

Statement separating the sums estimated for different objects in the first item for the naval service for 1827, so as to correspond with the three first items in the estimates for 1826, taken from the estimates submitted to Congress at the beginning of the present session.

The first item of the last year embraced—

1. Pay, &c., of vessels in commission.
2. Pay, &c., of receiving vessels.
3. Pay, &c., of recruiting stations.
5. Pay, &c., of officers awaiting orders and on furlough.
6. Pay, &c., of ordnance officer.

These several objects are separately estimated for in the estimates of this year, as will be perceived by referring to them, and are as follows:

1. Vessels in commission, see letter B, page 112, at	\$968,544 00
2. Receiving vessels, see letter D, page 122, at	30,381 75
3. Recruiting stations, see letter E, page 122, at	14,918 75
5. Officers awaiting orders, see letter F, page 123, at	96,617 75
6. Ordnance officer, see letter E, page 122, at	1,930 00

In all.....	\$1,153,549 25
	41,157 00

This, therefore, will be the amount of the first item in the appropriation bill.....	\$1,112,392 25
If the committee determine to make the appropriation in the form it was last year. Last year the first item was.....	908,595 50

Making a difference of.....	\$203,796 75
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But it did not then embrace—

1. The support of the squadron on the coast of Brazil, which was provided for by a subsequent act.

2. The support of the vessels returning from the Mediterranean, for six months.
3. The support of the squadron from the Pacific, four months.

The second item last year embraced—

1. Pay, &c., at navy yards.
2. Pay, &c., at shore stations.
3. Hospitals.
4. Ordinary.

These are also distinctly estimated for this year, as will be found by reference to pages 114 to 121, inclusive, and are added together in the recapitulation on p. 121, thus:

1. Navy yards, &c.	\$100,149 25
2. Shore stations	10,108 00
3. Hospitals	21,600 00
4. Ordinary.....	41,157 00
	\$172,924 25
Last year this item amounted to	141,613 25
	\$31,311 00

This difference is accounted for by the Navy yard at Pensacola, hospital at Boston, and a slight variation in the number of persons at the several navy yards and stations.

The second item in the appropriation, therefore, will be	\$172,924 25
The third item last year embraced pay, &c., of superintendents, naval constructors, and all the civil establishment at the yards and stations, and amounted to.....	52,240 00
This year it amounts to.....	58,031 50
	\$5,790 50

The difference arises from the establishment at Pensacola.

The third item in the appropriation, therefore, should be	58,031 50
Add these items together, viz: 1.	\$1,112,392 25
2.	172,924 25
3.	58,031 50
	\$1,343,348 00

And you have the first item of this year's estimates.

19TH CONGRESS.]

No. 332.

[2D SESSION.

ON CLAIM OF THE WIDOW OF A SEAMAN WHO DIED IN DARTMOOR PRISON, IN ENGLAND, TO FIVE YEARS' HALF-PAY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 3, 1827.

Mr. BARTLETT, from the Committee on Naval Affairs, to whom was referred the petition of Abigail Appleton, reported:

That the petitioner represents that she is the widow of Daniel Appleton, late of Ipswich, in Massachusetts; that her late husband was a seaman on board of the United States sloop-of-war Frolic, which sailed from Boston on the 18th of February, 1814, under Captain Bainbridge, and was taken prisoner, carried to Halifax, and thence to England, and committed to the Dartmoor prison, where he died, on the 4th of January, 1815.

The petitioner further represents, that she has made application to the Navy Department, for five years' half-pay, under the provisions of the acts of Congress of January 20, 1813, March 4, 1814, and April 16, 1818, which relate to the subject of pensions to the orphans and widows of persons slain in the public or private armed vessels of the United States; and that the Department has expressed an opinion that her claim does not come within the letter of those statutes. The facts stated in the memorial of the petitioner are fully and distinctly proved; and the committee do not hesitate to express an opinion that her claim is clearly within the spirit and purpose of the laws referred to, and therefore report a bill to give her five years' half-pay from the privateer pension fund.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 4, 1827.*

SIR: I have the honor to transmit to you, herewith, certificates containing the information requested in your letter of the 2d inst., addressed to Mr. Gilliss, of this office. The act of April 16, 1818, provides, "if any officer, seaman, or marine shall have died since January 18, 1812, in consequence of accident or casualty which occurred while in the line of his duty, on board any public or private armed ship, leaving a widow, she shall be allowed the same monthly pay as if he died of wounds." The only doubt in the mind of the Secretary of the Navy was, whether death in a prison of the enemy was the same as death on board the ship.

I have the honor to be, respectfully, sir, your most obedient servant,

T. WATKINS.

Hon. JOHN VARNUM, *House of Representatives.*

I certify that it appears, from documents on file in this office, that Daniel Appleton, a seaman on board the United States ship *Frolic*, born at Ipswich, Massachusetts, was captured in the said ship, in April, 1814, carried to Dartmoor prison, in England, and there died on the 4th day of January, 1815.

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office*, January 5, 1827.

The United States sloop-of-war *Frolic*, under the command of Master Commandant Joseph Bainbridge, sailed on a cruise from Boston, on the 18th of February, 1814, and was captured near the coast of Cuba, on the 20th of April following, by the British frigate *Orpheus*, Captain Hugh Pigot, and the British schooner *Shelburne*, Lieutenant Hope.

NAVY DEPARTMENT, *January 4, 1827.*

I certify that the truth of the above statement is sustained by documents on file in this Department.
JOHN BOYLE.

19TH CONGRESS.]

No. 333.

[2D SESSION.

ON CLAIM OF THE OFFICERS AND CREW OF THE KETCH INTREPID TO PRIZE MONEY,
FOR THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, IN THE HARBOR OF TRIPOLI,
IN 1804.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 7, 1827.

Mr. STORRS, from the Committee on Naval Affairs, to whom was recommended the "bill to compensate Susan Decatur, widow and representative of Captain Stephen Decatur, and others," and to whom was also referred the petition of Mary Preble, widow of Captain Edward Preble, reported:

That they have again had the said bill under their consideration, and reviewed its provisions—particularly in that respect which prescribes the rule of distributing the sum granted to the officers and men of the *Intrepid*, for their good conduct and gallantry in accomplishing the destruction of the frigate *Philadelphia*.

They have the more carefully re-examined this subject, as the novel principle has been asserted, and attempted to be sustained by argument in the professional opinions submitted to the House at the last session, that the officers and men of the *Intrepid* are entitled, under the prize act, to receive from the government the full value of the *Philadelphia*, as a *vested right* in them as her captors. In the report (accompanying the bill) presented to the House on the 21st day of January, 1826, the committee distinctly disavowed the doctrine on which that claim seemed to be founded. As the principles assumed in support of their right to *remuneration*, in the character of captors, for the value of that ship, involve the interests of the navy as well as the government, the committee deem it to be their duty to both to express to the House their opinion more at large on the question of prize property, as between the captors in the public ships and their own government.

If this was a national question between the Government of the United States and a foreign power or its subjects, belligerent or neutral, to be settled by the public law, which has established the rules for determining the transfer of property in prize from one belligerent to another, the principles which must govern the decision of such a case have been correctly stated and well illustrated in the legal opinions offered by the memorialists. The captor, either in a public or private armed vessel, who seizes under the authority of the government for the purpose of bringing the prize into port for adjudication, is deemed, in relation to others, to have such a power over the captured property, that he may be received in maritime tribunals to represent and sustain the belligerent right of the sovereign power under whose commission he acts. His inchoate interest in the prize is also recognized, for many purposes, even before adjudication; and, as between one of two belligerent powers and a third party, it may be conceded that the right of property and possession is perfect, upon capture of an enemy's ship, previous to condemnation in a prize court. The decision of the board of commissioners, under the Florida treaty, that the American captors of British vessels during the late war with Great Britain, whose prizes had been seized or despoiled in Spanish ports, were entitled to demand indemnity from Spain, rests on these principles. The cases of the *Mary Ford* and *L'Invincible*, decided in the Supreme Court of the United States, confirm the same doctrines, and the opinion of the tribunal, in the case of *Josepha Segunda*, is also supported by well established principles: that, in a case of capture, where the prize ship was brought by the belligerent party into a port of the United States, or within its jurisdiction, a forfeiture might be incurred for a violation of the revenue or navigation laws of the country. But, in the opinion of the committee, these principles, which have been so gravely pressed into the question, have no relation, analogy or applicability to the distribution of the "*proceeds*" of prize property, under the prize act, *as between the captors and their own government*. It is not a question to be solved by the law of nations, but depends on the construction of an act of Congress, and the ascertainment, by its reasonable and fair interpretation, of the nature of the interest in prize property, or its proceeds, which has been granted by the government to the captors, conducting its naval force under its own authority and instructions as the sovereign power.

It has been very justly said in one of these opinions, that "the *specific property in the prize itself*, was not in the contemplation of Congress;" and in the other, that "by the law of nations, and independently of any statutory provision, all captures enure to the exclusive benefit of the government." They are of the nature of reprisals—acquisitions of war, and accrue to the sovereign power by whose authority they are made, and subject to its absolute disposal. This power over these acquisitions is held by all

governments for great public and political purposes, and to be exercised as it shall deem most conducive to the national interests. In granting to others any interest whatever, to be derived directly or remotely from them, it annexes to the gratuity such qualifications as it deems expedient, and any such interest accrues to captors or others, at such times, and on such conditions and contingencies only, as the government shall prescribe at its own pleasure. Seizures, by captors in the public ships particularly, are made on behalf and as acquisitions to the government. In the exercise of its unlimited discretion, and guided by an enlightened policy, it has granted to the officers and men of the navy a contingent interest, which may vest and be perfected in them, as the government may or may not, in the exercise of its absolute control as the sovereign power over prize property, proceed to condemnation. The right of the captors rests altogether on the prize act, and is not to be extended, by artificial implications not justified by its reason and policy, to the support of doctrines which might prove to be highly mischievous in practice to the national interests, and often embarrassing and oppressive to the government itself. The act declares (U. S. Laws, vol. 3, page 360, section 5,) that "*the proceeds of all ships and vessels, and the goods taken on board of them, which shall be adjudged good prize, shall, when of equal or superior force to the vessel or vessels making the capture, be the sole property of the captors, and when of inferior force shall be divided equally between the United States and the officers and men making the capture.*" Independent of this grant there is no well-founded pretence that any others than the government have any interest in prize property; or, if it be asserted that they have, from whence have they derived it? In conferring on the navy this interest, as the reward of valor and enterprise, which admits them to *accede to the whole or to share* and participate *with the government itself in the proceeds, only after condemnation*, it has never intended to divest itself of that essential attribute of sovereignty which secures its own exclusive control over prize property, and its disposition as the great interests of the nation may require. It has therefore qualified this expectant interest, arising from mere seizure under its instructions, and cautiously confined the gratuity to the proceeds after condemnation. The pervading error of the argument which has been offered by the counsel consists in the assumption that, either by the public law or the construction of this act, the mere seizure not only confers but perfects in the captors an indefeasible right, to which the national interests are altogether subordinate and subservient. It is said that "it was never imagined that when the Congress *superadded* the solemnity of condemnation as one of the requisites to the full and perfect enjoyment of the *fruits* of prize, it was intended to make it the preliminary requisite to the *investiture of the right of property*. By the terms of the act it is made necessary for the purpose *only* of authorizing the disposal of the prize and the *distribution of the prize money*. The *specific property in the prize itself* was in the contemplation of the legislature; they speak only of the proceeds and the distribution of the prize money resulting from the disposal of the prize after condemnation; it is for *this only* that the captors are to *await* the process of regular adjudication." This course of reasoning asserts, in terms too unequivocal to be misunderstood, that the right of the captors attaches to them as individuals, on the seizure, and that the only operation of condemnation and the prize act is to come in aid of their vested interest for the mere purpose of distribution among them; that the solemnity of adjudication is rather ceremonial, to guard against irregularities and abuse on matters of prize, than a preliminary requisite to the *investiture of their right in the property itself*. If, however, it is not exclusively by the grant of the prize act itself that any interest whatever is conferred, the committee are not aware upon what *dicta*, asserted in any system of law, public or municipal, they can support any personal right at all in prize property. The prize act has not, indeed, any reference to their "*specific property in the prize itself*," because it neither assumes or admits its existence. The argument is only justly applicable to the belligerent rights of the government as a sovereign power, and it is true that by the enactment of the prize act "it never entered into the conception of Congress to make any change in the rule or public law by which the transfer of the property of prize from one belligerent to the other had been determined;" but when it is immediately added that "to have placed the *rights of the officers and men* of our own navy upon a footing of equality with *those of other nations* would have been not more injurious to the individuals than a disparagement of the belligerent rights of the United States as a sovereign power," the argument merely protests against an inference drawn from its own error, and confounds the sovereign right of the government over prize property with the contingent interest which it has granted to the captors. If the principles which have been advanced by the counsel could be successfully maintained, the character of the public armed ships, built, equipped and provided from the public treasury, would be converted from some of their most important practical purposes of war into mere instruments of reprisal, for the private benefit of those who, in the regular discharge of duty, were appointed to conduct or employed to navigate them. Any disposition or release whatever of the acquisitions of war, even by treaty before actual condemnation, would create a just claim on the government, which is said to be for "*indemnity*, like that of *insured upon insurer*, in which it is utterly *immaterial* whether the *property be qualified* and require some ulterior process for its *consummation*, or be consummate to every practical purpose of perfect fruition."

The practice of the government has not conformed to these new doctrines. The acts of June 25, 1798, and July 9, 1798, for the protection of the commerce of the United States against French depredations, and authorizing the capture of French armed vessels and their goods and effects, conferred, in express terms, an interest in the captors quite as indefeasible as that granted by the existing prize act of the 23d of April, 1800. The first prize act, of March 2d, 1799, relating to seizures by the public ships, was not less explicit; and yet, by the treaty with France, of the 30th day of September, 1800, and ratified on the 3d day of February, 1801, it was unconditionally stipulated not only that all captured *public ships* (which, by the prize act of 1799, belonged exclusively to the government,) but that *all property then taken, and NOT DEFINITELY CONDEMNED, or which might be captured before the exchange of the ratifications*, should be restored. The prize act of the 23d of April, 1800, had of course been in force for some time before the ratification of the treaty. In exercising this undoubted prerogative of sovereignty, it was not deemed necessary to consult the interests of captors, nor did the government provide them an indemnity. It is true that the United States incurred a responsibility to France, (which was afterwards discharged by a large pecuniary compensation,) chiefly in consequence of *condemnations, made after the date of the treaty*, of property which they had absolutely stipulated to pay for, if not restored. In the various laws authorizing the issuing of letters of marque and reprisal, there has been some occasional though not essential variation of mere phraseology; but the act relating to the Tripolitan war, and authorizing the issuing of commissions to private armed vessels, (being the first act of that kind passed after the French treaty and the accession of Mr. Jefferson to the presidency,) is remarkable for its

accurate expression of the true doctrine on this subject. The 1st section (Laws U. S., vol. 3, page 448,) declares that "any Tripolitan vessel, goods, or effects, *captured and brought into port by any private armed vessel of the United States, duly commissioned, may be adjudged good prize, and thereupon shall accrue to the owners, officers and men of the capturing vessel,*" &c.

The right of captors is of the nature of that acquired, under various statutes, by the officers of the customs on the seizure of property for violation of the revenue laws, and the power which the government has vested in the Treasury Department for the remission of these forfeitures is analogous to that which the government itself holds by the public law over prize property. This power of remission has not only been properly exercised by the Treasury Department, after condemnation, but the government has directly interposed its power in other cases, after seizure and prosecution, and released from forfeiture, by express legislative enactment, property to a vast amount, without regard to any indemnity to the seizing officers.

It seems to have been considered, in the opinions laid before the House, that when the prize vessel is of equal or superior force, there exists, by force of the prize act, a peculiarly exclusive personal right to the property itself, not subject to the control of the government, which in that case takes no share of the proceeds. The nature of these interests, however, is the same. In the one case the *whole* proceeds are granted only in opposition to the *proportional or partial* share allowed in the other. In both, it is granted in the proceeds only; and it is because it is no more in either than a grant from the government, that it retains to itself a share of the avails without injustice to others. The property in the prize itself is solely in the government, and it therefore assumes the disposal of its proceeds.

If the committee have not mistaken the fair and reasonable interpretation of the prize act, it is scarcely more than supererogation to say that it confers no claim to remuneration from the government for the destruction of the Philadelphia. The enterprise was undertaken with the sole view to her destruction. The officers voluntarily offered their services to effect that specific object, and acted under orders for that express purpose. These orders were to enter the harbor in the night, "*board the Philadelphia*" and "*burn her.*" She was accordingly "*boarded, and after a short contest carried,*" and "*immediately fired.*" The expedition can hardly be said to have been undertaken with a view to capture, in the proper sense of the term, although it was contemplated that in effecting the destruction of the ship, the party would obtain possession of her. This possession was merely incidental to the chief object, and no reasonable or plausible construction of the prize act can extend it to such a case. The "*case*" on which one of the counsel has given an opinion is thus stated: "An American man-of-war having succeeded in effecting the capture of an enemy's vessel of superior force; having entirely dispossessed the enemy and obtained undisputed possession, in obedience to peremptory orders destroys the prize *without bringing her into port, and before obtaining a decree of condemnation in a prize court*—have such captors any legal claim to the value of the captured property as against the United States?" If to this statement it had been added that the capture was made *without any intention* to bring the vessel into port, or to obtain any decree of condemnation, and by a party who volunteered their services to destroy her only, the claim supposed to arise out of the destruction of the Philadelphia would have been more fully and accurately stated. If, in the judgment of Commodore Preble, the interests of the service required this enterprise to be undertaken for her destruction, it was his duty to issue these orders. The prize act is not to be construed in reference to speculations on the probabilities only of any result which might have taken place had the orders not been strictly obeyed. If, on mere capture, the right to the prize property or any share of it, indefeasibly vests in the captors, it might vest in them by force of the prize act, not only collectively but individually. Yet it was not supposed when the rewards were conferred in the cases of the Guerriere and Java, destroyed after capture by order of the commanding officers of the capturing ships, that the claim of the officers and men under their command on the justice of Congress was of the nature of a legal right secured by the prize act. It would be highly injurious to the interests of the country in time of war to admit that "in every case in which the captors have been prevented by the act (*even*) of the government, or its lawfully authorized agents, from proceeding to adjudication, the fair and just interpretation of the statute entitles them to remuneration." In answer to such a suggestion, the committee respectfully refer the House to the report on the claim of the officers and men of the brig Argus, for remuneration for vessels and property destroyed on the cruise of that vessel under *positive instructions* from the government. If against a powerful enemy on the ocean, the policy or necessities of the country require the destruction of prizes, it is unquestionably the right and duty of the government to qualify its instructions to the navy for that end. Its authority is supreme in adapting its naval power to the exigencies of the country, either for purposes of its own defence or the destruction of the power and means of its enemy. The prize act has not so embarrassed the exercise of this authority as to bind the government to compensation to its navy, if, in the execution of an enterprise under its own peremptory orders for the destruction of an enemy's fleet, an intermediate temporary possession of any of his ships should be acquired during the conflict. The practical operation of such a violent construction of the act might so seriously exhaust the resources of the government as to render success itself more ruinous than defeat.

The committee have more fully offered their views on the subject of this claim, that no misconception or erroneous impressions as to the rights of the officers and men of the navy may be drawn from their recommendation of the bill to the favorable consideration of the House. The history of the legislation of Congress has, however, shown that the government has not evinced an indisposition to recognize the claims which their patriotic and disinterested sacrifices have often imposed on its justice and generosity; and the navy will feel an assurance, in those acknowledgments of the deep sense which it cherishes of their devotion to the interests and honor of their country, that the government will not fail, under any circumstances, to respect its honorary obligations to them.

The destruction of the Philadelphia, as an exploit of distinguished rank among the daring achievements of the navy, presents a powerful appeal to the national gratitude and honor. The reward proposed by the bill is not only recommended by an enlightened policy, but will be the more grateful to the feelings of the House, as it is chiefly dispensed to those who are entitled by their bereavements to the kindest regard and protection of the country.

Though it is clearly within the discretion of the House to distribute the sum granted in any *individual* proportions which it may deem expedient, yet the committee do not recommend a distribution which would deprive any *class* of the officers and men of the full amount which would fall to its share under that equitable rule of apportionment which has been incorporated into the prize act. They have,

therefore, declined any investigation of the comparative individual merit of the officers and men of the Intrepid which might lead to such a result. The lapse of time which has intervened since the destruction of the Philadelphia, and the decease of many officers entitled to participate in the honor acquired by that enterprise, would alone induce the committee to forbear an inquiry which must necessarily be imperfect; that might, therefore, unintentionally do injustice to some, and which rather pertains, at this late period, to the history of the navy than the duties of the committee.

The tables marked A and B show the classification of the officers and men of the Intrepid, and the distribution of \$100,000, apportioned among them, according to the rule adopted by the prize act.

The statement C shows the result of a distribution of that sum among them according to the rule prescribed in the bill, as it now stands. The bill, as recommitted, directs that "each individual shall be entitled to and receive such proportion thereof as was paid to each individual of the same grade, captors of the Guerriere, Macedonian, and Java, of the compensation appropriated to them, as nearly as may be."

The committee further submit to the House, with this report, a statement exhibiting the number of individuals in each class who shared in the amount allowed to the captors of the Java, Macedonian, and Guerriere, respectively. They have not presented the various results of distributions according to the second section of the bill deduced from calculations made from all these cases (which vary from each other in some degree,) because that derived from either of them fully explains the operation of the rule prescribed in the bill. The statement D shows the proportion, however, which would fall to each class, in the first instance, by all these distributions, and from which the ratio is to be deduced for a redistribution of the surplus. The surplus in the calculation made from the case of the Java is very nearly a medium between that from the Macedonian and Guerriere; and the committee have, therefore, completed a distribution in the ratio to each individual in that case, which is presented in the statement C. By the adoption of this artificial rule, the three first classes would gain, in comparison with the distribution of the prize act, more than \$32,500, and of this sum \$26,517 goes to increase the share of the first class to more than \$41,000. The three remaining classes will lose the same amount, of which nearly \$25,000 must be taken from the seamen and marines only, or their representatives. The brilliant success of the enterprise, conducted by its skillful and fearless leader, evinces that in the conflict which secured the destruction of the frigate, every class of the officers and men, inspired by his example, must have been distinguished as well by coolness and intrepidity as their devotion to the service of their country, the honor of their commander and the glory of the navy.

The committee recommend that the distribution of the grant be made among the officers and men of the Intrepid, or their representatives, according to the rule of the prize act, including a share to the representatives of Captain Edward Preble, under whose orders and on whose responsibility, as the commanding officer of the squadron, the enterprise was undertaken. Adverse circumstances, beyond the control of the commanding officer of the Syren, deprived that vessel of the opportunity which he sought of sharing in the immediate danger and honor of the contest.

If the committee are mistaken in their construction of the prize act, and the House should adopt the opinion of the counsel for the memorialists, that the right to the value of the Philadelphia became vested in the captors, this right must have attached to them as individuals in their respective proportions established by the act, and the principle adopted in the second section of the bill would work a violation of the vested rights of all those whose shares fall into the fourth, fifth, and sixth classes. If resort is to be had to the prize act to establish the claim as a matter of right, the House would be bound specifically to carry its distributions into effect.

The committee believing, however, that they have not erred in considering the sum allowed as an honorary gratuity, and that it is not expedient to adopt any rule of distribution which deprives any class of the officers and men of the Intrepid of its share according to the rule of the prize act, have directed their chairman to present to the House, for its adoption, the accompanying amendments to the bill, which conform it to the principles contained in this report.

A.

Classification of the officers and men of the Intrepid, under the prize act, for distribution.

First class.—Stephen Decatur, commander. 1.

Second class.—James Lawrence, Joseph Bainbridge, Jonathan Thorn, lieutenants. 3.

Third class.—Lewis Heermann, surgeon; Ralph Izard, master's mate; William Wiley, boatswain; William Hook, gunner; Edward Keller, master's mate. 5.

Fourth class.—Thomas McDonough, Charles Morris, John Davis, John Rowe, Alexander Lawes, Thomas O. Anderson, midshipmen; James Metcalf, Nicholas Brown, boatswain's mates; Joseph Boyd, ship's steward. 9.

Fifth class.—George Crawford, George Brown, John Newman, Paul Frazier, quartermasters; Solomon Wren, sergeant marines; Duncan Mansfield, corporal marines; S. Catelino, pilot; Samuel Endicote, James Wilson, John Ford, Richard Doyle, quartermasters. 11.

Sixth class.—Forty-two seamen and marines. 42.

B.

Distribution of one hundred thousand dollars among the officers and crew of the Intrepid, according to the prize act.

Classes.	Persons in each class.	Amount to each.	Whole class.	Twentieths.
First	1	\$15,000 00	\$15,000	3
Second	3	3,333 33 $\frac{1}{3}$	10,000	2
Third	5	2,000 00	10,000	2
Fourth	9	1,944 44 $\frac{2}{3}$	17,500	3 $\frac{1}{2}$
Fifth	11	1,136 36 $\frac{4}{11}$	12,500	2 $\frac{1}{2}$
Sixth	42	833 33 $\frac{1}{3}$	35,000	7
			\$100,000	20

NOTE.—The commanding officer of the squadron, Captain Preble, takes one-twentieth, being one-third of the amount of the first class—\$5,000.

C.

Distribution of one hundred thousand dollars among the officers and men of the Intrepid, allowing to each the same proportionate share which was allowed to each of the like class of the sum granted for the capture of the Java, by the frigate Constitution, as now prescribed in the bill.

The Constitution had, in the respective classes, the following numbers, who received the following proportions (taking \$100,000 as the sum to be distributed), viz:

	Whole class.	Twentieths.
Class 1. One commander who would receive \$15,000.....	\$15,000	3
Class 2. Six officers who would receive, each \$1,666.66 $\frac{2}{3}$	10,000	2
Class 3. Eleven officers who would receive, each \$609.09 $\frac{1}{11}$	10,000	2
Class 4. Thirty-four persons who would receive, each \$514.70 $\frac{1}{17}$	17,500	3 $\frac{1}{2}$
Class 5. Forty persons who would receive, each \$312.50.....	12,500	2 $\frac{1}{2}$
Class 6. Three hundred and ninety-three persons who would receive, each \$89.00 $\frac{5}{53}$	35,000	7
		—
	\$100,000	20

The Intrepid had, in

	Whole class.
Class 1. One commander (at the above ratio) receives \$15,000.	\$15,000 00
Class 2. Three officers (at the above ratio) receive, each \$1,666.66 $\frac{2}{3}$	5,000 00
Class 3. Five officers (at the above ratio) receive, each \$909.09 $\frac{1}{11}$	4,545 45
Class 4. Nine persons (at the above ratio) receive, each \$514.70 $\frac{1}{17}$	4,632 35
Class 5. Eleven persons (at the above ratio) receive, each \$322.50.	3,437 50
Class 6. Forty-two persons (at the above ratio) receive, each \$89.00 $\frac{5}{53}$	3,740 46

Leaving for further distribution	\$36,355 76
	63,644 24

\$100,000 00

Or \$175- $\frac{5}{17}$ on \$36,355.76, which per centum, added to each share above, completes the distribution according to the principle of the bill of the last session.

The shares filled out by this addition present the following result:

	Amount to each.	Whole class.
Number of persons, 1st class, 1.	\$41,258 85	\$41,258 85
Number of persons, 2d class, 3.	4,584 31 $\frac{2}{3}$	13,752 95
Number of persons, 3d class, 5.	2,500 53 $\frac{1}{5}$	12,502 66
Number of persons, 4th class, 9.	1,415 73 $\frac{2}{9}$	12,741 59
Number of persons, 5th class, 11.	859 55 $\frac{4}{11}$	9,455 15
Number of persons, 6th class, 42.	244 96 $\frac{2}{3}$	10,288 47

\$99,999 67

Fractions	33
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Comparison of loss and gain of each person and class between this distribution and the prize act.

Classes.	No. of persons.	Am't by prize act.	Am't by the bill.	Gains, each.	Whole class gains.
First	1	\$15,000 00	\$41,258 85	\$26,258 85	\$26,258 85
Second	3	3,333 33	4,584 31	1,250 98	3,752 95
Third	5	2,000 00	2,500 53	500 53	2,502 66
				Loses, each.	Whole class loses.
Fourth	9	1,944 44	1,415 73	528 71	4,758 41
Fifth	11	1,136 36	859 55	276 81	3,044 85
Sixth	42	333 33	244 96	588 37	24,711 53

The number of persons in each class entitled to share in the sums allowed, respectively, for the capture of the Guerriere, Macedonian and Java, is as follows:

Constitution—(Guerriere), 1st class, 1; 2d class, 7; 3d class, 9; 4th class, 29; 5th class, 36; 6th class, 390.

Constitution—(Java), 1st class, 1; 2d class, 6; 3d class, 11; 4th class, 34; 5th class, 40; 6th class, 393.

United States—(Macedonian), 1st class, 1; 2d class, 7; 3d class, 12; 4th class, 31; 5th class, 48; 6th class, 381.

The amount of one hundred thousand dollars on the ratio between each person in these cases, respectively is as follows:

Guerriere, first distribution, \$37,860.72; leaving for further distribution	\$62,139 28
Java, first distribution, \$36,355.76; leaving for further distribution	63,644 24
Macedonian, first distribution, \$35,255.58; leaving for further distribution	64,744 42

D.

Distribution according to the ratio to each individual, in the cases of the Guerriere and Macedonian.

GUERRIERE \$100,000.

The Constitution had, in—

	Whole class.
Class 1. One commander who would receive \$15,000.00	\$15,000 00
Class 2. Seven officers who would receive, each \$1,428.57	10,000 00
Class 3. Nine officers who would receive, each \$1,111.11	10,000 00
Class 4. Twenty-nine persons who would receive, each \$603.44	17,500 00
Class 5. Thirty-six persons who would receive, each \$347.22	12,500 00
Class 6. Three hundred and ninety persons who would receive, each \$89.74	35,000 00
	<u>\$100,000 00</u>

The Intrepid had, in—

	Whole class.
Class 1. One commander who would receive \$15,000.00	\$15,000 00
Class 2. Three officers who would receive, each \$1,428.57	4,285 71
Class 3. Five officers who would receive, each \$1,111.11	5,555 55
Class 4. Nine persons who would receive, each \$603.44	5,430 96
Class 5. Eleven persons who would receive, each \$347.23	3,819 42
Class 6. Forty-two persons who would receive, each \$89.74	3,769 08
	<u>\$37,860 72</u>
Leaving for further distribution	<u>62,139 28</u>

MACEDONTIAN \$100,000.

The United States had, in—

	Whole class.
Class 1. One person who would receive \$15,000.00	\$15,000 00
Class 2. Seven persons who would receive, each \$1,428.57	10,000 00
Class 3. Twelve persons who would receive, each \$833.33	10,000 00
Class 4. Thirty-one persons who would receive, each \$564.51	17,500 00
Class 5. Forty-eight persons who would receive, each \$260.41	12,500 00
Class 6. Three hundred and eighty-one persons who would receive, each \$91.86	35,000 00
	<u>\$100,000 00</u>

The Intrepid had, in—

	Whole class.
Class 1. One person who would receive \$15,000.00.....	\$15,000 00
Class 2. Three persons who would receive, each \$1,428.57.....	4,285 71
Class 3. Five persons who would receive, each \$833.33.....	4,166 65
Class 4. Nine persons who would receive, each \$564.51.....	5,080 59
Class 5. Eleven persons who would receive, each \$260.41.....	2,864 51
Class 6. Forty-two persons who would receive, each \$91.86.....	3,858 12
	\$35,255 58
Leaving for further distribution.....	<u>64,744 42</u>

E.

Amounts allowed by acts of Congress in cases of captures, &c.

Laws U. S.	Vessels capturing.	Vessels captured.	Amount.	How distributed.
Vol. iv, p. 522.	Constitution.....	Guerriere.....	\$50,000 00 destroyed ..	As prize money.
Vol. iv, p. 522.	Constitution.....	Java.....	50,000 00 destroyed ..	As prize money.
Vol. iv, p. 522.	Wasp.....	Frolic.....	25,000 00 recaptured ..	As prize money.
Vol. iv, p. 543.	Hornet.....	Peacock.....	25,000 00 destroyed ..	As prize money.
Vol. iv, p. 543.	.....	Detroit.....	12,000 00	As prize money.
Vol. iv, p. 693.	.....	Lake Erie vessels ..	255,000 00 purchased ..	As prize money.
		To Captain Perry ..	5,000 00 purchased ..	As prize money.
Vol. iv, p. 835.	.....	Lake Champlain ..		
		vessels.....	310,000 00 purchased ..	As prize money.
Vol. vi, p. 17 ..	Hornet.....	Penguin.....	25,000 00 destroyed ..	As prize money.
Vol. vi, p. 77 ..	Wasp.....	Avon and Reindeer, and 1 year's pay.	50,000 00 destroyed ..	As prize money.
Vol. vi, p. 86 ..	Constitution.....	Levant.....	25,000 00 recaptured ..	As prize money.
		Cyane.....	40,000 00 purchased ..	
Vol. vi, p. 115.	Squadron	Algerine vessels ..	100,000 00 restored ..	As prize money.
Vol. vi, p. 118.	Land and naval force	Barataria vessels, to be paid out of fines and forfeit- ures	50,000 00 captured from pirates.....	
Vol. vi, p. 366.	Preble, Stewart, &c..	Transfer	2,500 00	As prize money.
Vol. iii, p. 590.	John Adams.....	Mesbouda	8,594 50 restored ..	As prize money.
Vol. iii, p. 590.	Philadelphia.....	Mirboha	5,000 00 restored ..	As prize money.
Vol. vii, p. 40.	Two gigs.....	Black Snake	3,000 00 destroyed ..	
	United States.....	Macedonian.....	200,000 00 purchased ..	As prize money.

F.

A proposed distribution to the officers and men of the Intrepid of one hundred thousand dollars, in the proportion to each of the share of each in a vessel which, full manned, required one hundred persons.

The classes in such a vessel are as follows:

	Whole class.	Twentieths.
Class 1. One person who would receive \$15,000.00.....	\$15,000	3
Class 2. Three persons who would receive, each \$3,333.33.....	10,000	2
Class 3. Five persons who would receive, each \$2,000.00.....	10,000	2
Class 4. Ten persons who would receive, each \$1,750.00.....	17,500	3½
Class 5. Fourteen persons who would receive, each \$892.85½.....	12,500	2½
Class 6. Sixty-seven persons who would receive, each \$522.38½.....	35,000	7
	\$100,000	

On this ratio the officers and men of the Intrepid would receive each, as follows:

	Whole class.
Class 1. One person who would receive \$15,000.00.....	\$15,000 00
Class 2. Three persons who would receive, each \$3,333.33.....	10,000 00
Class 3. Five persons who would receive, each \$2,000.00.....	10,000 00
Class 4. Nine persons who would receive, each \$1,750.00.....	15,750 00
Class 5. Eleven persons who would receive, each \$892.85½.....	9,821 42
Class 6. Forty-two persons who would receive, each \$522.38½.....	21,930 29
	\$82,501 71
Leaving for further distribution (21½ per cent.).....	<u>17,498 29</u>

The shares filled out by this addition result as follows:

	Whole class.
Class 1. One person at \$18,181.35	\$18,181 35
Class 2. Three persons at \$4,040.30	12,120 90
Class 3. Five persons at \$2,424.18	12,120 90
Class 4. Nine persons at \$2,121.15	19,090 41
Class 5. Eleven persons at \$1,082.22	11,904 44
Class 6. Forty-two persons at \$632.89	26,581 49
	\$99,999 49
Fractions	51

Loss and gain of each by this distribution, compared with the prize act.

Classes.	No. of persons.	Amount by prize act.	Amount by this distribution.	Gains, each.	Whole class gains.
First	1	\$15,000 00	\$18,181 31	\$3,181 35	\$3,181 35
Second	3	3,333 33	4,040 30	706 97	2,120 90
Third	5	2,000 00	2,424 18	424 18	2,120 90
Fourth	9	1,944 44	2,121 15	176 71	1,590 41
				Loses, each.	Whole class loses.
Fifth	11	1,136 36	1,082 22	54 14	595 56
Sixth	42	833 33	632 89	200 44	8,418 51

Remarks upon the claim of Mrs. Decatur, as representative of the late Commodore Decatur, in behalf of herself and of the officers and men of the ketch Intrepid, for compensation in the nature of prize money for the capture of the Philadelphía, in the harbor of Tripoli.

That the captors might, if not peremptorily enjoined to the contrary by their orders, have brought off their prize and reaped the pecuniary reward designed them by the law, is a matter of the highest probability, and approximates certainty as near as any unaccomplished event can do. They found her completely equipped and fitted for sea, and prepared for action even to the loading of her guns. After all the time spent in the action, in preparations to execute the order for the destruction of the ship, in the effectual application of the means of destruction, according to the details of the order, and in waiting to see the progress and effect of the same, and to repel the apprehended attempts of the enemy to retake the ship before her destruction had been placed beyond doubt; after all this lapse of time the captors effected their retreat, in their own vessel, without the loss of a man. I apprehend that the means and the chances of escape in the captured frigate were incalculably greater and more certain, if the captors had been at liberty to cut her cables and hoist sail the instant they had mastered her decks. Two obstacles were to be apprehended and guarded against, whether they retreated in their own vessel or in the prize—recapture and impediments of navigation. Against the first, the superior means of defence in the frigate are too obvious to be insisted on; and, I take it for granted, that her faculties as a sailer, the depth of water, and other circumstances, must have opened her a way to the sea at least as safe and speedy as that of the ketch Intrepid. But the time which would thus have been gained must be held conclusive. The advantage it would have given the captors is incalculable; and even if it were possible to suppose that the intrinsic difficulties opposing their egress in the frigate were greater than what they encountered in the ketch, (an hypothesis deemed wholly inadmissible,) still the advantage of time must more than have compensated them. Commodore Preble framed his order when at a great distance from the scene of action; and, reasoning from probabilities and circumstances in general, he inferred that the enterprise, even to the extent of taking and destroying the frigate, would have been attended with more difficulty and loss than actually occurred. He did not anticipate the consequences, to their full extent, of the panic and terror with which the suddenness of the attack and the heroic bearing of the assailants struck the enemy; he probably anticipated desperate resistance, and a serious sacrifice of life. It was obviously impossible for him, at that distance, to judge of the actual state and condition of the frigate, or of the existing means and facilities for bringing her off, which must have depended on contingencies which he had no possible means of ascertaining; such as the losses to be sustained by the assailants in carrying her; the state of her equipment for defence or for sailing; of the wind, weather, &c. Her destruction, by so well planned and daring an enterprise, was deservedly considered as of the utmost importance to the operations then going on against Tripoli, as well from its moral effect upon the enemy as the abstraction of so much of his positive force. This great object the commodore concluded, from the facts and circumstances then known to him, would have been put in too much hazard by an attempt to push the enterprise to the point of still more signal and glorious success by bringing off the prize in the face of the enemy. But it turned out, in the event, that this would have been far the safer and easier achievement. It is understood, indeed, to be the opinion of the most experienced and skillful naval commanders, that if Commodore Preble had conducted the enterprise in person, he would, upon the spot, and with a full view of all the circumstances, have changed his plan and brought off the frigate. This is well known to have been the decided and clear opinion of the illustrious commander who first suggested and then executed the enterprise with so much glory and advantage to himself and his country. It is well known that while he faithfully and punctually fulfilled the orders of his superior in command, he would gladly have followed the bent of his own genius by taking the course pointed out by the circumstances and the event of the action.

As to one of the questions which have been suggested in this case, whether the captors acquire a

beneficial property and interest in a maritime prize of war, before adjudication, I have, on a former occasion, been called upon to give it full consideration; and the opinion then expressed, and the reasons advanced in the affirmative, I yet adhere to with a confidence corroborated by the success with which they were maintained before a tribunal of pre-eminent learning and talent.

The general principle, deduced from the maritime law of nations, has been settled by repeated decisions of the highest authority in this country, and stands clear of any possible doubt. The transfer of the property of prize, from the one belligerent to the other, at the instant of capture, a property for which the victor's flag is the all-sufficient badge, and which can be divested only by recapture, or by the sentence of a competent court; the consequent capacity of the captor to vindicate his right of property and possession by every species of possessory action, or other judicial remedy, inherent to every lawful possession coupled with a beneficial interest, have been distinctly and conclusively established by a concurrence of numerous decisions, both in the former federal Court of Appeals, and in the present Supreme Court of the United States. By these the property is held to be so indefeasibly vested in the captor, by the mere capture, without adjudication as prize, that it was not divested by his setting fire to his prize at sea, and giving her up to destruction, for the want of adequate force to bring her into port. This was decided by the federal Court of Appeals, in the *Mary Ford*,* and reconsidered and approved by the Supreme Court in the *L'Invincible*.† An American ship found the *Mary Ford* in this desperate condition at sea, extinguished the fire, and brought her safe into port, where she was claimed both by the original British owner and by the French captor; the claim of the former was rejected, and restoration on salvage decreed to the captor. In the *Joseph Segunda*,‡ it was decided that an adjudicated prize, brought by the captor into a neutral port, might there be absolutely forfeited by a breach of the local laws of trade. A stronger illustration of the rights acquired by mere capture, before condemnation, need not be desired; for here an indefeasible transfer of the property was held to have been operated by the sole act of the captor, and expressly for the reason that his title is vested by virtue of the capture alone, and instantaneously that it is achieved; subject to be divested only by recapture, or by the sentence of a competent tribunal.§

Such are the clear and unquestionable rights of property incident to maritime capture, *jure belli*, as deduced from the maritime law of nations. That there is no distinction, in this respect, between the rights of belligerent captors in general, and those of the officers and men belonging to the public and private armed ships of the United States, under the several acts of Congress by which their respective rights are recognized, has been settled, after full discussion and mature consideration, by the late board of commissioners for the adjudication of claims upon Spain, under the treaty with that power, commonly called the Florida treaty; which was the occasion, before mentioned, which had formerly led me to examine the question. It was there presented in various cases of captures during the late war with Britain, some by our public ships-of-war, some by privateers, whose prizes had been seized or despoiled in Spanish ports, before adjudication. In these cases, it was decided that the captors, in both descriptions of capture, had acquired such an interest in their respective prizes, by the mere capture, without any adjudication, as entitled them to demand indemnity from Spain, just as any other proprietors, who had suffered the like injuries; and, consequently, that they ought to be admitted as claimants under the treaty. It was never imagined that, when the acts of Congress superadded the solemnity of condemnation, as one of the requisites to the full and perfect enjoyment of the fruits of prize, it was intended to make it the preliminary requisite to the investiture of the right of property. By the terms of the act it is made necessary for the purpose only of authorizing the disposal of the prize and the distribution of the prize money. The specific property in the prize itself was not in the contemplation of the legislature; they speak only of the "proceeds," and the distribution of the "prize money" resulting from the disposal of the prize after condemnation; it is for this only that the captors are to await the process of regular adjudication.|| This precaution of public policy, to prevent the irregularities and abuses that might follow from the unlimited disposal and appropriation of prizes by captors, without any judicial sanction of the capture, has been more distinctly pronounced and emphatically enjoined in the case of privateers, who are expressly forbidden to break bulk, or make any other disposal or conversion of their prizes, before due condemnation by a competent tribunal.¶ It never entered into the conception of Congress to make any change in the rule of public law by which the transfer of the property of prize from the one belligerent to the other had been determined. To have placed the rights of the officers and men of our own navy upon a footing of inequality, in this respect, with those of other nations, would have been not more injurious to the individuals, than a disparagement of the belligerent rights of the United States as a sovereign power. The only office and effect assigned to a sentence of condemnation, by the various acts of Congress on the subject of recapture, salvage, and prize, are merely to annex to the right of property, acquired *jure belli*, the qualities of being disposable; so as to let the captors into the actual fruition of the proceeds, and to bar the right of postliminy in the original owner, as opposed to the rights of recaptors and vendees. Beyond this, the greatest sticklers, elsewhere, for the necessity of adjudication to consummate the property of prize, have not pushed the doctrine in practice. As to the case of the *Elsebe*,** decided by Sir William Scott, I do not think that any fault can be found with the decision upon the point directly put in issue by that case; which was simply that the government may, by treaty of peace, lawfully restore a prize before condemnation; and that the question of compensation to the captor rests with the government, and not with the court of prize. I should not have doubted the power of the British government, or of any other government, to do this, in virtue of the *eminent domain* incident to sovereignty, but upon the indispensable condition of making just compensation, for the private rights of property affected by the measure, a condition which public morality and public law have made coextensive with the power, and which has, in express terms, been annexed to it by the Constitution of the United States.†† The principle derogates nothing from the captor's inherent rights of property, in virtue

* 3 Dal., 188.

† 1 Wheat., 259.

‡ 5 Wheat., 327.

§ For some additional illustrations, vide the resolution, 2 Dal., 1; the *Nuestra Señora*, 4 Wheat., 501.

¶ Vide act of April 23, 1800, ch. 33, for the better government of the navy, secs. 5 and 6, vol. 3, p. 360.

|| Act of June 26, 1812, ch. 107, sec. 6, vol. 4, p. 450.

** 5 Rob., 155.

†† This doctrine has been adverted to, and pretty fully explained in the memorial of Mr. Meade, presented to the President some years ago—and about to become a subject of discussion before the present Congress.

of the mere capture; because it extends to every species and quality of property belonging to the citizens or subjects of the sovereign, without distinction, whether it be qualified in its nature or consummate and perfect. In the argument of the court, however, in the *Eisebe*, some *dicta* are uttered, going rather beyond the principle necessary to be decided in the case. These may be referred to certain peculiar and favorite doctrines of that court, on the general necessity and effect of a sentence of condemnation, which have, in a great measure, resulted from the policy and interest of Britain in her relative condition as a maritime power: but from which to infer a sentence of condemnation to be an indispensable prerequisite to the transfer of the property of prize from one belligerent to another, would be not only to set aside the whole current of decisions in our own courts, sustained by those of the great majority of civilized nations, but would very far transcend any practical decision in England, either of the courts of admiralty or of common law, notwithstanding some certain *dicta* of the former. Their courts of common law have clearly decided that the captor acquires a beneficial interest in the prize, upon which he may effect insurance, "from the moment the victor hoists his flag on board the conquered ship."* The present claim, like that of an insured upon an insurer, is strictly a claim for *indemnity*; in which it is universally held to be utterly immaterial whether the property be qualified, and require some ulterior process for its consummation, or be consummate to every practical purpose of perfect fruition. It has already been shown that, upon general principles, and according to all law and precedent in this country, the property of the captor, in an adjudicated prize, is consummate to every beneficial purpose but that of being changed into the shape of prize money for distribution; and of being assignable, *ad infinitum*, discharged from the right of postliminy: and when the actual decisions of the English courts of admiralty and common law come to be critically examined and compared, they will be found to give the same practical result.

Whether Congress, when they awarded compensation, in lieu of prize money, to the captors of the *Guerriere* and *Java*, proceeded upon the ground of strict right or of equitable indemnity, cannot, perhaps, be positively asserted. But, either way, these precedents come up fully to the principle of the present claim, if they do not go beyond it. In those cases, the destruction of the prizes necessarily resulted from the action, and from the fortune of war; while, in this, the captors might have preserved their prize and enjoyed the fruits of their toil and danger, but for the intervention of an overruling order positively forbidding it. In other respects, it is submitted with confidence that there can be no defect of merits, either positive or comparative, in the captors of the *Philadelphia*, to exclude them from the benefit of these precedents, whatever the principle upon which they were established.

W. JONES.

DECEMBER 9, 1825.

CASE.

An American man-of-war having succeeded in effecting the capture of an enemy's vessel of superior force, having entirely dispossessed the enemy, and obtained undisputed possession, in obedience to peremptory orders destroys the prize without bringing her into port, and before obtaining a decree of condemnation in a prize court; have such captors any legal claim to the value of the captured property, as against the United States?

OPINION.

The claim of captors to the proceeds of prizes taken by them from the enemy is founded on the 5th section of the act of Congress of April 23, 1800, which enacts that "the proceeds of all ships and vessels, and the goods taken on board of them, which shall be adjudged good prize, shall, when of equal or superior force to the vessel or vessels making the capture, be the sole property of the captors."

By the law of nations, and independently of any statutory provisions, all captures enure to the exclusive benefit of the government. Most nations, however, have, for the purpose of stimulating those in their service to greater vigilance and activity, granted this interest, or a portion of it, under special circumstances, to individuals by whom the prizes are made. The statute to which I have referred contains the terms and conditions upon which this right is transferred in the cases specified under our own law. It operates as a contract between the nation and the captors.

It might be imagined that the language of the statute implies that condemnation, as prize of war, is an essential preliminary to the vesting of this right. I cannot, however, bring my mind to the conclusion that Congress, in this indirect manner, designed to commit the country upon the important and much litigated question, when the right of property is completely vested in the captors. Some writers on public law have held that condemnation is essential; others, of equal authority, have sanctioned the opposite doctrine. From obvious motives of policy, Great Britain has lent her countenance to the former opinion, but it has never yet been absolutely settled in this country; and it cannot easily be believed that Congress designed to determine the question in this collateral manner. Indeed, there seems little necessity for insisting upon it as indispensably requisite, except in the case of neutral property which has become obnoxious to capture by some violation of belligerent rights. The right of the neutral, presumptively unquestionable, ought to be divested only by a judicial decree, fixing upon him the offence which involves as its consequence the forfeiture of his property as prize. Where, however, the property is avowedly and notoriously hostile, condemnation as prize is not universally necessary, and may be regarded as little more than a mere formality. Our own courts have held that simple belligerent possession confers a right, which can be questioned only by superior force of arms on the part of the enemy, or its validity judicially determined in the courts of the captors themselves. At all events, under the strictest decisions of the English courts, an inchoate right vests immediately by the very act of capture, which is recognized as susceptible of transfer, of insurance, and other acts of ownership, and which is distinguishable only in degree from the same rights when perfected by the decree of a prize court.

In this view of the case, I am unable to discriminate between a right of this description and any other species of property, which, by the Constitution of the United States, it is prohibited to take for public purposes without compensation. If a capture has been legally effected; if the captors are in undisputed possession of the prize; and the government, to subserve its own purposes, surrenders it to the

* 1 Marsh on Insur., 107-8.

enemy, relinquishes it to a neutral, employs it in military operations, by which it is lost to those interested in the proceeds, or consigns it to inevitable destruction, it appears to me that it is bound by every principle of equity and of law to compensate the individual captors to the full value of their respective interests. The Constitution equally protects the citizen in the enjoyment of those rights of property which are inchoate, and remain to be perfected by some ulterior proceedings, as of those which are absolute and indispensable.

Upon another ground, I conceive the claim to be equally well founded—even upon the supposition that condemnation by the admiralty was an essential preliminary to the vesting of the right in the captors. If the performance of this condition has been prevented by the act of the government itself, it is by every principle of law precluded from availing itself of the fact of such non-performance. To interpose an insuperable impediment in the way of the performance of a condition, is tantamount to a waiver of it. If, then, by the authority of the government, or of superior officers, who must be considered as the organs of the government, captured property is taken out of the hands of the captors and appropriated to public purposes, and the captors are thus deprived of the power of obtaining a condemnation, they stand in the eye of the law in the same predicament, and their rights are as perfect, as if the decree of condemnation had actually passed. The physical power belongs to the government; and that may as well be exerted after the prize is brought into port, delivered into the custody of the marshal, and the cause is ready for judgment, as at the moment of capture, or at any intermediate period of time. An interposition of this kind, it is usual to put as one of those extreme cases which cannot practically be anticipated, because it would be indecorous even to suppose the government guilty of so gross an act of injustice.

The principles which have been stated seem to have been recognized and sanctioned by the highest authorities in our country, on some memorable occasions. It is necessary to refer only to one, which strikes me as perfectly coincident. In the summer of 1805, a squadron, under the command of Commodore Decatur, captured an Algerine frigate and a brig; they were in possession of the captors. With a view to promote the public interests, the negotiators for peace agreed to restore them to the enemy; not by treaty, but as a voluntary donation, after the treaty was completed, and because of their small value to us, as well as the great impression upon the enemy, as to our resources, which such an act would produce. No condemnation had passed: the prizes had not been sent to the United States; yet Congress considered the rights of the captors as perfect and their interests as sacred, and they were accordingly compensated. The same principle applies with equal strength to the case of a voluntary destruction by order of the government as to that of a voluntary surrender. If any difference exists between the cases, it consists in this single circumstance: that in the one case the surrender was in virtue of a general authority, which subsequently received the sanction of the government; in the other, the destruction was in compliance with previous orders.

The only judicial decision which I am aware of, which can be thought to contravene the principles which I have laid down, is one made by Sir William Scott, in December, 1804. (*The Elsebe*, 5 Rob.) That was the case of a Swedish vessel, which had been captured, and, before condemnation, ordered to be restored; and the captors insisted upon their rights, notwithstanding the order of the government for the restoration of the property. The very distinguished judge, by whom the point was determined, viewed the question as one of great delicacy and difficulty, but he finally decided against the claim. Upon this decision, it is important to remark: 1. That the date of it being subsequent to the destruction of the *Philadelphia*, it cannot, with fairness, be held to govern the case. 2. The principle which rests at the foundation of the judgment, viz: that a decree of condemnation is essential to transfer the property, is not yet established in this country. It has been adopted in England from considerations of policy: the same motives, if they existed to the same extent in the United States, have not yet been permitted to influence the decisions of our judicial tribunals. 3. The prerogative of the sovereign was considered as involved in the question, and influenced the decision of the court: here no such collateral motive exists. 4. The constitutional prohibition, to apply the property of individuals to public purposes, without compensation, does not operate in England to stay the arm of the government in disposing of the interests of its subjects. 5. The language of the grant to the captors in England is much more restricted than that of our own statute: it directs that the prize may be lawfully sold and disposed of, "after the same shall have been to us finally adjudged lawful prize, and not otherwise;" recognizing, in express language, the necessity for a condemnation as an essential prerequisite before any interest vests in the captors.

If, under these circumstances, Sir Wm. Scott felt the difficulty and delicacy of the question before him, it can scarcely be doubted that, had he been sitting in an American instead of an English court, administering justice under our statute, and guiding himself by the principles of our Constitution and government, he could scarcely have hesitated in sanctioning the validity of the claim of the captors.

On the whole, my opinion is, that in every case in which the captors have been prevented by the act of the government, or its lawfully authorized agents, from proceeding to adjudication and obtaining a decree of condemnation, the fair and just interpretation of the statute entitles them to remuneration to the full value of the property captured. As, however, no suit can be sustained against the United States, to enforce any pecuniary claim, the only resource is an application to the justice and equity of Congress.

The foregoing opinion assumes for its basis the two facts, that the vessel might have been brought out of the enemy's port; and that this was not done by order of the commander. The situation of the *Philadelphia* frigate, not more than from two miles to two and a half from the mouth of the harbor; the wind favorable, which would have enabled her to pass over this space within a quarter of an hour, justify to the minds of those who are not skilled in nautical matters, the decided opinion of Captain Jones, than whom no more competent judge can be found, and of the pilot who accompanied the expedition. The orders of Commodore Preble are equally decisive of the other question.

RICHARD S. COXE.

19TH CONGRESS.]

No. 334.

[2D SESSION.]

STATEMENT OF THE FORCE AND DISTRIBUTION OF THE MARINES IN DECEMBER, 1826,
AND SHOWING THE NECESSITY FOR AN INCREASE OF THAT CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 9, 1827.

NAVY DEPARTMENT, *January 30, 1827.*

SIR: I have the honor to enclose copies of papers received from the commandant of the marine corps, containing a statement of its present situation and duties. They confirm the views which have been presented, and the recommendations made heretofore by the Executive, and prove that an increase of the corps is indispensable to the public interests.

I am, very respectfully, &c.,

SAM'L L. SOUTHARD.

HON. HENRY R. STORRS, *Chairman of the Naval Committee, House of Representatives.*HEAD-QUARTERS OF THE MARINE CORPS, *Washington, January 17, 1827.*

SIR: I have the honor to enclose to you four documents, Nos. 1, 2, 3 and 4. No. 1 is the general returns of the corps for the month of December, 1826, showing its force and distributions. No. 2 is an exhibit of the guards now on board the vessels-of-war, and their exact strength. No. 3 shows the number required for the sea service in 1827. No. 4 is a statement of the distributions of that part of the corps stationed at the different navy yards, and the portion of it now at head-quarters.

You will perceive from the general returns of the corps, that there are now in service eleven sergeants, four musicians, and seven privates, more than are allowed by law, to which will be added thirty-nine private servants, making forty-six privates over the legal number. Nos. 2 and 3 will exhibit that the vessels-of-war in commission will require, to complete their guards, in addition to those they have now on board, six corporals, six musicians, and seventy-seven privates; several of the vessels have now more sergeants than they are entitled to, there being now on sea service six more of that grade of non-commissioned officers than will be required in the year 1827.

No. 4 shows the effective and non-effective strength of the guards at the different yards. At the principal yards not more than half the number of lieutenants required by the commandants of those yards are kept up. Nevertheless, the duty is so severe that many of the men desert or go into the hospital, in consequence of the hardship of the service. From the strength of the guard at the Charlestown yard is to be detached the guard of the sloop-of-war Warren. It appears from statement No. 4 that the whole number of privates now on shore, after deducting the guard of the Warren, will amount to two hundred and eighty-three; that there are seventy-two of this number either sick, confined, or on drill, forty-six over the legal number, and seventy-seven required to complete the complement for sea duty in 1827, will reduce the number on shore to one hundred and sixty. If you deduct from this force those who are sick, confined, and on drill, and the fourteen who are learning music at head-quarters, there will remain seventy-four privates to guard the public property at all the navy yards in the United States.

In closing this statement, I take occasion to mention that, under all circumstances, it would be necessary to keep a considerable portion of the marine corps on shore, if for no other purpose than as relief guards for that portion of it which is employed on sea duty. My view in stating this is merely to place before you the fact that any other expense incurred in giving security to the public property in the navy yards would be entirely superfluous, as that duty is performed by a force that would otherwise be idle, and which the necessities of the service require to be kept up.

I have the honor to be, very respectfully, your most obedient servant,

ARCH'D HENDERSON, *Lieutenant Colonel Commandant.*THE HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

General return of the officers, non-commissioned officers, musicians, and privates of the United States marine corps, for the month of December, 1826.

Stations, &c.	Remarks.									
	Lieut. Colo.	Captains.	1st Lieuts.	2d Lieuts.	Non-comd staff.	Sergeants.	Corporals.	Musicians.	Privates.	Aggregate.
Head-quarters	1	1	3	2	4	10	5	10	39	75
Navy yard, D. C.			1	.....	.....	1	3	....	25	31
Barrancas, West Florida ..		1	.....	.....	.....	1	1	1	11	15
Georgetown, Va.		1	1	3	.....	7	4	2	28	46
Philadelphia .....		.....	1	1	.....	7	5	1	57	74
New York		2	3	1	.....	9	8	3	56	82
Charlestown, Mass.		1	2	3	.....	4	2	2	60	74
Portsmouth, N. H.		1	1	1	.....	4	3	1	29	40
North Carolina 74		1	2	.....	.....	4	4	4	78	93
Frigate Brandywine .....		.....	1	.....	.....	3	3	2	35	44
Frigate United States .....		.....	1	.....	.....	3	2	2	37	45
Frigate Constitution .....		.....	1	.....	.....	3	3	2	42	51
Frigate Macedonian .....		.....	1	.....	.....	4	4	2	30	41
Frigate Constellation .....		.....	1	.....	.....	3	2	1	31	38
Steam frigate Fulton .....		.....	1	.....	.....	3	2	....	21	27
Corvette John Adams .....		.....	1	.....	.....	2	1	2	18	24
Corvette Cyane .....		.....	1	.....	.....	2	2	2	24	31
Sloop Hornet .....		.....	1	.....	.....	1	2	....	15	19
Sloop Ontario .....		.....	1	.....	.....	1	1	2	19	24
Sloop Peacock .....		.....	.....	.....	.....	2	2	2	11	17
Sloop Boston .....		.....	.....	.....	.....	3	2	2	19	27
Sloop Lexington .....		.....	.....	.....	.....	1	2	2	19	26
Sloop Vincennes .....		.....	.....	.....	.....	2	2	2	20	27
Store ship Alert .....		.....	.....	.....	.....	.....	.....	.....	7	7
Schooner Grampus .....		.....	.....	.....	.....	1	2	....	6	9
Schooner Shark .....		.....	.....	.....	.....	1	.....	10	11	12
Schooner Porpoise .....		.....	.....	.....	.....	1	1	....	10	12
Total	1	9	24	16	4	84	69	46	757	1010

Sergeant Reed, who was apprehended as a deserter at Sacketts Harbor, is not on the strength of this return.

PARKE G. HOWLE, *Adjutant and Inspector.*

One captain and two first lieutenants in the staff. Lieutenant Hall absent with leave. Fourteen privates learning music. Five sergeants, one corporal, and five privates on daily duty. One sergeant, one corporal, and six privates have been detailed as a guard at night during this month for the capital. Lieutenant Tyler joined at head-quarters the 5th instant, and absent with leave. Lieutenant Lee absent with leave.

Second Lieutenant Neville joined this post the 25th instant. Second Lieutenant Arnustead absent with leave.

Captain Freeman absent with leave (sick). Lieutenant Auchmuty joined the 30th instant, from Charlestown, Mass.

Lieutenant Auchmuty absent with leave from 13th to 23d instant; transferred to New York 28th instant. Lieutenant Smith joined the 16th instant from New York.

Lieutenant Carter joined on the 6th instant from head-quarters and on leave of absence (sick).

August 31, 1826.

July 31, 1826. See remarks on the general return for August, 1826.

December 31, 1825.

August 31, 1826.

September 30, 1826.

November 30, 1825.

October 30, 1826.

July 31, 1826.

November 30, 1826.

July 31, 1826.

December 31, 1825.

August 13, 1826.

August 31, 1826.

November 30, 1825.

October 31, 1826.

June 30, 1826.

Number of marines afloat January 1, 1827.

	Sergeants.	Corporals.	Musicians.	Privates.
North Carolina 74	4	4	4	78
Frigate Brandywine	3	3	2	35
Frigate United States	3	2	2	37
Frigate Constitution	3	3	2	42
Frigate Macedonian	4	4	2	30
Frigate Constellation	3	2	1	31
Steam frigate Fulton	3	2	2	21
Corvette John Adams	2	1	2	18
Corvette Cyane	2	2	2	24
Sloop Hornet	1	2	2	15
Sloop Warren	1	2	2	20
Sloop Ontario	1	2	1	10
Sloop Peacock	2	2	2	11
Sloop Boston	3	2	2	19
Sloop Lexington	2	2	2	19
Sloop Vincennes	2	2	2	20
Store ship Alert	1	1	1	7
Schooner Grampus	1	2	1	6
Schooner Shark	1	1	1	10
Schooner Porpoise	1	1	1	10
	42	41	28	472
				28
				41
				42
				583

An estimate of the number of non-commissioned officers, musicians and privates required for the sea service in 1827.

	Sergeants.	Corporals.	Musicians.	Privates.
Ship North Carolina	4	4	4	85
Frigate Brandywine	3	3	2	44
Frigate United States	3	3	2	44
Frigate Constitution	3	3	2	44
Frigate Macedonian	3	3	2	38
Frigate Constellation	3	3	2	38
Steam frigate Fulton	2	2	2	20
Corvette John Adams	2	2	2	24
Corvette Cyane	2	2	2	24
Sloop-of-war Erie	1	2	2	20
Sloop-of-war Ontario	1	2	2	20
Sloop-of-war Peacock	1	2	2	20
Sloop-of-war Boston	1	2	2	20
Sloop-of-war Lexington	1	2	2	20
Sloop-of-war Hornet	1	2	2	20
Sloop-of-war Vincennes	1	2	2	20
	32	39	34	501
Small vessels, Shark, Porpoise, Grampus, and store ship Alert, 1 sergeant, 2 corporals, and 12 privates each	4	8	.....	48
	36	47	34	549
				34
				47
				36
Total				666

Distribution of marines stationed on shore 1st January, 1827.

Stations.	Distribution.	Present.					Aggregate.					Present fit for duty.				
		Sergents.	Corporals.	Music.	Private.	Aggregate.	Sergents.	Corporals.	Music.	Privates.	Aggregate.	Sergents.	Corporals.	Music.	Privates.	Aggregate.
Head-quarters	Present fit for duty	3	2	8	7	20	....	....	....	....	....	3	2	8	7	20
	On duty	1	....	2	3	6	....	....	....	....	....	....	....	....	....	....
	*On daily duty	5	1	....	5	11	....	....	....	....	....	....	....	....	....	....
	Guard for the capitol.....	1	1	....	6	8	....	....	....	....	....	....	....	....	....	....
	† Learning music.....	....	....	....	14	14	....	....	....	....	....	....	....	....	....	....
	Under sentence of court-martial.....	....	....	....	2	2	....	....	....	....	....	....	....	....	....	....
	Sick .....	....	1	....	2	3	....	....	....	....	....	....	....	....	....	....
Navy yard, D. C..	Present fit for duty .....	....	2	....	3	5	....	....	....	....	....	....	2	....	3	5
	On guard.....	1	1	2	18	22	....	....	....	....	....	....	....	....	....	....
	On daily duty .....	....	....	....	2	2	....	....	....	....	....	....	....	....	....	....
Barrancas, W. F..	Present fit for duty	1	1	....	9	11	....	....	....	....	....	1	1	....	9	11
	Sick .....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....
	Confined as prisoners .....	....	....	....	2	2	....	....	....	....	....	....	....	....	....	....
Gosport, Va.....	Present fit for duty	4	3	....	7	14	....	....	....	....	....	4	3	....	7	14
	On guard	1	1	2	15	19	....	....	....	....	....	....	....	....	....	....
	Under sentence of court-martial.....	....	....	....	4	4	....	....	....	....	....	....	....	....	....	....
	Sick .....	....	....	....	2	2	....	....	....	....	....	....	....	....	....	....
	On daily duty	2	....	....	....	2	....	....	....	....	....	....	....	....	....	....
Philadelphia, Pa..	Present fit for duty	3	1	1	17	22	....	....	....	....	....	3	1	1	17	22
	On guard	2	2	....	16	20	....	....	....	....	....	....	....	....	....	....
	On daily duty	2	1	....	2	5	....	....	....	....	....	....	....	....	....	....
	Sick .....	....	1	....	3	4	....	....	....	....	....	....	....	....	....	....
	Confined for desertion, &c.....	....	....	....	6	6	....	....	....	....	....	....	....	....	....	....
	Recruits .....	....	....	....	13	13	....	....	....	....	....	....	....	....	....	....
Brooklyn, N. Y....	Present fit for duty	2	3	1	14	20	....	....	....	....	....	2	3	1	14	20
	On guard	2	2	2	18	24	....	....	....	....	....	....	....	....	....	....
	On daily duty	3	2	....	2	7	....	....	....	....	....	....	....	....	....	....
	Sick	1	1	....	15	17	....	....	....	....	....	....	....	....	....	....
	Confined for desertion, &c.....	....	....	....	5	5	....	....	....	....	....	....	....	....	....	....
	Waiting discharge .....	....	....	....	2	2	....	....	....	....	....	....	....	....	....	....
	Absent with leave	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....
Charlestown, Mass.	Present fit for duty	2	1	1	32	36	....	....	....	....	....	2	1	1	32	36
	† On guard	1	1	....	15	17	....	....	....	....	....	....	....	....	....	....
	On daily duty	1	....	....	5	6	....	....	....	....	....	....	....	....	....	....
	On drill .....	....	....	....	4	4	....	....	....	....	....	....	....	....	....	....
	Under sentence of court-martial.....	....	....	....	2	2	....	....	....	....	....	....	....	....	....	....
	Sick .....	....	....	1	2	3	....	....	....	....	....	....	....	....	....	....
Portsmouth, N. H.	Present fit for duty	1	1	....	8	10	....	....	....	....	....	1	1	....	8	10
	On guard	1	2	1	9	13	....	....	....	....	....	....	....	....	....	....
	On daily duty	1	....	....	4	5	....	....	....	....	....	....	....	....	....	....
	Sick	1	....	....	1	2	....	....	....	....	....	....	....	....	....	....
	Confined under sent. of court-martial.....	....	....	....	7	7	....	4	3	1	29	37	....	....	....	....
Total number of marines on shore .....		....	....	....	....	....	43	31	22	303	399	16	14	11	97	138§

* As clerks, armorers, &c.

† Boys learning music.

‡ The guard of the sloop-of-war Warren is to be furnished from this station.

§ Total number fit for duty.

P. G. HOWLE, *Adjutant and Inspector.*

19TH CONGRESS.]

No. 335.

[2D SESSION.]

ON URIAH BROWN'S SYSTEM OF ANNOYANCE AND DESTRUCTION OF THE VESSELS OF AN ENEMY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 9, 1827.

The Committee on Naval Affairs, to which was referred the report of the Secretary of the Navy upon so much of the petition of Uriah Brown as relates to his system of annoyance and destruction of an enemy, to be used in the naval service, reported the following resolution:

Resolved, That it is not expedient at this time to adopt any further legislative measures in relation to the application of Uriah Brown.

19TH CONGRESS.]

No. 336.

[2D SESSION.]

COST OF, AND EXPENDITURES AT, THE SEVERAL NAVY YARDS, FROM 1819 TO 1826.

COMMUNICATED TO THE SENATE FEBRUARY 12, 1827.

NAVY DEPARTMENT, February 9, 1827.

In compliance with the resolution of the 17th January, directing the Secretary of the Navy to lay before the Senate—

1. An exhibit of the original price paid by the United States for the sites of each of its navy yards;
2. The gross amount of subsequent expenditures on each;
3. The average cost at each, for ten years past, of the principal kinds of labor per day, on each of the public vessels;
4. The average cost at each, during the same time, of the principal materials for ship building;
5. The average cost of the principal articles in the rations;
6. The sum total, (without details,) of the whole cost of building each vessel at each yard, when any other vessel of a like size has been built at any other yard;

The Secretary of the Navy has the honor to transmit paper marked A, which contains the desired information on the first point. This paper has been prepared from a statement submitted to the House of Representatives on the 16th February, 1826, in answer to a resolution of that body, passed on the 10th of April, 1824; to which statement the Secretary of the Navy respectfully takes leave to refer, if more detailed information should be desired than that now presented.

The information on the second point can only be obtained by an examination, in the Fourth Auditor's office, of every account of every navy agent at every yard, since its purchase; this examination will require so much labor, that there must be a suspension of the duties of the clerks from other objects, if it be furnished within the session. The Secretary of the Navy has, therefore, thought it his duty to apprise the Senate of this fact, and to state that the report on this point cannot be furnished before the next session of Congress, as will appear by the copy of a letter from the Fourth Auditor, marked B.

The copy of a letter from the Commissioners of the Navy, marked C, with the enclosures therein referred to, will give the necessary information on the remaining points of the resolution.

Respectfully submitted,

SAMUEL L. SOUTHARD.

The PRESIDENT of the Senate of the United States.

A.

Exhibit of the original price paid by the United States for the sites of each of its navy yards.

Where situated.	When purchased.	Cost.
Dennet's Island, Maine	June 12, 1800	\$5,500 00
Charlestown, Massachusetts	1800, 1801, and 1817	43,103 50
Brooklyn, New York	February 23, 1801	40,000 00
Sackett's Harbor, New York	1814 and 1815	4,425 00
Southwark, Pennsylvania	January and February, 1801	37,000 00
Washington, District of Columbia	March 17, 1800	4,000 00
Gosport, Virginia	June 15, 1801	12,000 00

B.

Copy of a letter from Tobias Watkins, Esquire, Fourth Auditor, to the Secretary of the Navy, dated—

FOURTH AUDITOR'S OFFICE, *January 24, 1827.*

I have the honor to acknowledge the receipt of your letter of yesterday's date, enclosing a copy of a resolution of the Senate of the United States, passed the 17th instant, requiring certain information respecting the cost of, and expenditures at, the several navy yards, the average price of labor and materials, and the cost of building each vessel, for ten years past.

The labor and time which it will necessarily require to examine the several accounts, for the purpose of obtaining the information called for by the resolution, will render it impracticable to furnish it during the present session of Congress.

NAVY COMMISSIONERS' OFFICE, *February 6, 1827.*

SIR: The Commissioners of the Navy have received your letter of the 23d ult., calling upon them "for such part of the information (required by the resolutions of the Senate, of the 17th ult.,) as can be furnished from this office," and, in reply, have the honor to report:

Paper A, which shows the average cost at each of the navy yards, for the last eight years, of the principal kinds of labor per day on the public vessels, from 1819 to 1826, inclusively. Prior to 1819 the work in building vessels was inconsiderable, the materials not having been collected.

Paper B, which shows the average cost of the principal materials for ship building, and of the principal articles constituting the navy ration, for the last ten years.

Paper C, which shows the sum total of the whole cost of building each vessel at each yard, when any other vessel of a like size has been built at any other yard. The information afforded by this paper is necessarily limited. Since the establishment of this board only two 74 gun ships have been *completely finished*, viz., the Columbus and the North Carolina. The latter was built at Philadelphia, but only so far completed there as to enable her to proceed to Norfolk, at which place she was fitted for sea; hence, expenses were incurred on that vessel, both at Philadelphia and at Norfolk.

The Columbus (the first ship of the line whose keel was laid down under the act for the gradual increase of the navy) was subjected to extraordinary expense from the circumstance of her frame having been selected from various parcels of timber not moulded for such a ship, which involved the necessity of additional labor to shape it to the proper moulds.

The frame of the North Carolina was cut to moulds, and hence an expense in her construction was avoided, which in the Columbus was unavoidably incurred.

The paper C, exhibits the whole cost of building the Columbus and the North Carolina; also, of building the sloops Lexington and Boston, and the schooners Porpoise and Alligator.

There are other vessels partly built at the different navy yards, but the progress on no two of them being equal, their whole cost cannot be seen; neither can a comparison of their relative cost be fairly made.

The frigate Brandywine, being the only vessel of her class which has been completely finished, no comparison can be made of her cost with that of any other vessel of a like size built at any other yard.

As to the cost of the sites of the different navy yards, the Commissioners can afford no information from the files of their office, the yards having been purchased long prior to the establishment of the board. Neither can the Commissioners inform you of the "gross amount of subsequent expenditures" on each yard, no moneys being disbursed or accounts settled in their office.

Upon these points, however, it is presumed that the Fourth Auditor of the Treasury will be able to afford you satisfactory information.

I have the honor to be, with great respect, sir, your most obedient servant,

W. BAINBRIDGE.

HON. SAM'L L. SOUTHARD, *Secretary of the Navy.*

A.

Exhibit of the average per diem pay at the several navy yards of the five principal denominations of mechanics, from the year 1819 to 1826, inclusive, and the general average for the eight years of each class at each yard.

PORTSMOUTH.

	Carpenters.	Joiners.	Sawyers.	Caulkers.	Blacksmiths.
1819.....	\$1 41 $\frac{1}{2}$	.....	.....	.....	\$1 29 $\frac{1}{2}$
1820.....	1 47 $\frac{1}{2}$	\$1 29	\$1 33 $\frac{1}{2}$	\$1 42	1 26
1821.....	1 31 $\frac{1}{2}$	1 16 $\frac{3}{4}$	1 26	1 48	1 27
1822.....	1 24 $\frac{1}{2}$	1 21	1 20 $\frac{3}{4}$	1 55	1 23 $\frac{1}{2}$
1823.....	1 31 $\frac{1}{2}$	1 25 $\frac{1}{2}$	1 23 $\frac{3}{4}$	1 50	1 20 $\frac{1}{2}$
1824.....	1 34 $\frac{1}{2}$	1 34 $\frac{1}{2}$	1 27 $\frac{1}{2}$	.....	1 26 $\frac{1}{2}$
1825.....	1 48 $\frac{1}{2}$	1 41 $\frac{1}{2}$	1 41 $\frac{1}{2}$	1 38 $\frac{1}{2}$	1 34 $\frac{1}{2}$
1826.....	1 43 $\frac{1}{2}$	1 41 $\frac{1}{2}$	1 47 $\frac{1}{2}$	.....	1 23 $\frac{1}{2}$
General average.....	\$1 39 $\frac{3}{4}$	\$1 29 $\frac{1}{2}$	\$1 45 $\frac{1}{2}$	\$1 46 $\frac{3}{4}$	\$1 26 $\frac{1}{4}$

BOSTON.

1819.....	\$1 55	\$1 57 $\frac{1}{2}$	\$1 42 $\frac{3}{4}$	\$2 04 $\frac{1}{2}$	\$1 29 $\frac{1}{2}$
1820.....	1 38 $\frac{1}{2}$	1 47 $\frac{1}{2}$	1 39	1 69 $\frac{1}{2}$	1 35 $\frac{1}{2}$
1821.....	1 34 $\frac{1}{2}$	1 34 $\frac{1}{2}$	1 29 $\frac{1}{2}$	1 79	1 21 $\frac{1}{2}$
1822.....	1 51	1 48 $\frac{1}{2}$	1 40 $\frac{3}{4}$	1 68	1 44
1823.....	1 38	1 31 $\frac{1}{2}$	1 27	1 45	1 26 $\frac{1}{2}$
1824.....	1 49 $\frac{1}{2}$	1 22	1 36	.....	1 28
1825.....	1 57 $\frac{1}{2}$	1 54 $\frac{1}{2}$	1 48 $\frac{1}{2}$	1 62 $\frac{3}{4}$	1 36 $\frac{3}{4}$
1826.....	1 59 $\frac{3}{4}$	1 47 $\frac{1}{2}$	1 56 $\frac{1}{2}$	1 99	1 28 $\frac{1}{2}$
General average.....	\$1 47 $\frac{1}{2}$	\$1 43	\$1 39 $\frac{1}{2}$	\$1 75 $\frac{3}{4}$	\$1 31 $\frac{1}{4}$

NEW YORK.

1819.....	\$1 87 $\frac{1}{2}$	\$1 70 $\frac{1}{2}$	\$1 70 $\frac{1}{2}$	\$1 47 $\frac{1}{2}$	\$1 42 $\frac{3}{4}$
1820.....	1 55 $\frac{3}{4}$	1 48	1 53 $\frac{3}{4}$	1 67	1 48
1821.....	1 48 $\frac{1}{2}$	1 26 $\frac{3}{4}$	1 16 $\frac{1}{2}$	1 54 $\frac{1}{2}$	1 29
1822.....	1 54 $\frac{1}{2}$	1 55 $\frac{1}{2}$	1 32 $\frac{3}{4}$	1 70	1 28
1823.....	1 64	1 28 $\frac{1}{2}$	1 42	1 53 $\frac{1}{2}$	1 30 $\frac{1}{2}$
1824.....	1 58	1 34 $\frac{1}{2}$	1 42	1 72	1 25 $\frac{1}{2}$
1825.....	1 83	1 51 $\frac{1}{2}$	1 75 $\frac{1}{2}$	1 83	1 45 $\frac{1}{2}$
1826.....	1 77 $\frac{1}{2}$	1 51 $\frac{1}{2}$	1 67 $\frac{1}{2}$	1 76 $\frac{1}{2}$	1 39
General average.....	\$1 66	\$1 45 $\frac{7}{8}$	\$1 50	\$1 65 $\frac{1}{2}$	\$1 36

PHILADELPHIA.

1819.....	\$1 68	\$1 31	\$1 19 $\frac{1}{2}$	.....	\$1 29
1820.....	1 50	1 23 $\frac{1}{2}$	1 17 $\frac{1}{2}$	\$1 50	1 22
1821.....	1 56 $\frac{1}{2}$	1 02 $\frac{1}{2}$	1 18 $\frac{1}{2}$	.....	1 21 $\frac{3}{4}$
1822.....	1 59 $\frac{1}{2}$	1 20 $\frac{1}{2}$	1 10 $\frac{1}{2}$	.....	1 16 $\frac{1}{2}$
1823.....	1 39	1 25	1 12 $\frac{1}{2}$	.....	1 18 $\frac{3}{4}$
1824.....	1 33	1 21 $\frac{1}{2}$	1 13 $\frac{1}{2}$	1 25	1 13 $\frac{1}{2}$
1825.....	1 82 $\frac{1}{2}$	1 35 $\frac{1}{2}$	1 34 $\frac{1}{2}$	.....	1 18 $\frac{1}{2}$
1826.....	1 65 $\frac{1}{2}$	1 37 $\frac{1}{2}$	1 37 $\frac{1}{2}$	1 75	1 20 $\frac{1}{2}$
General average.....	\$1 56 $\frac{1}{4}$	\$1 24 $\frac{1}{2}$	\$1 20 $\frac{1}{2}$	\$1 50	\$1 19 $\frac{1}{2}$

WASHINGTON.

1819.....	\$1 83 $\frac{1}{2}$	\$1 72 $\frac{2}{5}$	\$1 33 $\frac{1}{3}$	\$1 61 $\frac{1}{3}$	\$1 56 $\frac{1}{3}$
1820.....	1 55 $\frac{2}{5}$	1 45	1 20 $\frac{1}{5}$	1 18 $\frac{1}{5}$	1 12 $\frac{1}{5}$
1821.....	1 40	1 57 $\frac{1}{4}$	1 09	1 47	1 19
1822.....	1 64 $\frac{1}{2}$	1 58 $\frac{1}{2}$	1 49 $\frac{1}{2}$	1 46	1 25
1823.....	1 33 $\frac{1}{2}$	1 29 $\frac{1}{2}$	1 16	1 47	1 19 $\frac{1}{2}$
1824.....	1 44 $\frac{1}{2}$	1 28 $\frac{1}{2}$	1 20 $\frac{3}{4}$	1 49 $\frac{1}{2}$	1 27 $\frac{1}{2}$
1825.....	1 76 $\frac{2}{5}$	1 33 $\frac{2}{5}$	1 28 $\frac{1}{5}$	1 31 $\frac{2}{5}$	1 24
1826.....	1 84	1 33 $\frac{1}{2}$	1 37 $\frac{1}{2}$	1 39	1 24 $\frac{1}{2}$
General average.....	\$1 60 $\frac{1}{4}$	\$1 44 $\frac{3}{4}$	\$1 26 $\frac{1}{4}$	\$1 42 $\frac{2}{3}$	\$1 24 $\frac{1}{3}$

A.—*Exhibit*—Continued.

GOSPORT.

	Carpenters.	Joiners.	Sawyers.	Caulkers.	Blacksmiths.
1819.....	\$1 74 ¹ / ₂	\$1 70 ¹ / ₂	\$1 59 ¹ / ₄	\$1 51 ¹ / ₄	\$1 51 ¹ / ₄
1820.....	1 68 ¹ / ₂	1 56 ¹ / ₂	1 42 ¹ / ₂	1 41 ¹ / ₄	1 25 ¹ / ₂
1821.....	1 45 ¹ / ₂	1 32 ¹ / ₂	1 42 ¹ / ₂	1 35 ¹ / ₄	1 22 ¹ / ₂
1822.....	1 46 ¹ / ₂	1 29 ¹ / ₂	1 12 ¹ / ₂	1 29 ¹ / ₄	1 23 ¹ / ₄
1823.....	1 35 ¹ / ₂	1 23 ¹ / ₂	1 10 ¹ / ₂	1 21 ¹ / ₄	1 13 ¹ / ₄
1824.....	1 56 ¹ / ₂	1 47 ¹ / ₂	1 16 ¹ / ₂	1 27 ¹ / ₄	1 17 ¹ / ₂
1825.....	1 77 ¹ / ₂	1 33 ¹ / ₂	1 08 ¹ / ₂	1 24 ¹ / ₄	1 18 ¹ / ₂
1826.....	1 70 ³ / ₁₆	1 45 ¹ / ₂	1 12 ¹ / ₂	1 31 ¹ / ₄	1 30 ¹ / ₂
General average.....	\$1 59	\$1 42 ¹ / ₄	\$1 25 ¹ / ₂	\$1 32 ³ / ₄	\$1 25 ¹ / ₄

B.

Exhibit, showing the average cost, per cubic foot, of the principal materials of ship building, and of the principal articles constituting the navy rations, for the last ten years.

Live oak at—	1816.			1817.			1818.			1819.		
	Ship.	44.	Other timber.	Ship.	44.	Other timber.	Ship.	44.	Other timber.	Ship.	44.	Other timber.
Portsmouth, N. H.				\$1 55	\$1 42 ¹ / ₂							
Boston.....	\$1 55			1 55	1 42 ¹ / ₂							
New York.....				1 55	1 42 ¹ / ₂					\$1 45		
Philadelphia.....						\$1 00	\$1 55	\$1 42 ¹ / ₂	\$1 00			
Washington.....										1 45		
Norfolk.....				1 55			1 50	1 42 ¹ / ₂		\$0 05		
White oak at—	Keel and keelson pieces.	Plank stocks.	Promiscuous.	Keel and keelson pieces.	Plank stocks.	Promiscuous.	Keel and keelson pieces.	Plank stocks.	Promiscuous.	Keel and keelsons.	Plank stocks.	Promiscuous.
Portsmouth, N. H.												
Boston.....												
New York.....				\$1 00								
Philadelphia.....												
Washington.....					\$0 39	\$0 35					\$0 36	
Norfolk.....					36	38						
Yellow pine at—	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.
Portsmouth, N. H.										\$0 50	\$0 50	\$0 50
Boston.....										50		
New York.....										45	40	
Philadelphia.....												
Washington.....										46		
Norfolk.....				\$0 38		\$0 38				44	44	44

B.—*Exhibit*—Continued.

Live oak at—	1820.			1821.			1822.			1823.		
	Ship.	44.	Other timber	Ship.	44.	Other timber	Ship.	44.	Other timber	Ship.	44.	Other timber
Portsmouth, N. H.												
Boston		\$1 42			\$1 45							
New York		1 42	\$1 18			\$1 18						
Philadelphia		1 42										
Washington												
Norfolk						87 ¹ / ₂						
White oak at—	Keel and keelsons.	Plank stocks.	Promiscuous.	Keel and keelsons.	Plank stocks.	Promiscuous.	Keel and keelsons.	Plank stocks.	Promiscuous.	Keel and keelsons.	Plank stocks.	Promiscuous.
Portsmouth, N. H.	\$0 50	\$0 39									\$0 47 ¹ / ₂	
Boston				\$0 72 ¹ / ₂								
New York												
Philadelphia		30							\$0 27 ¹ / ₂			
Washington		27		50	\$0 25				23			
Norfolk											\$0 22 ³ / ₄	
Yellow pine at—	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.
Portsmouth, N. H.	\$0 50	\$0 50	\$0 50									
Boston												
New York	50	50	50	\$0 36	\$0 36	\$0 36						
Philadelphia	50	50	50									
Washington	54	54	54	40		30						
Norfolk											\$0 23 ³ / ₄	

B.—*Exhibit*—Continued.

Live oak at—	1824.			1825.			1826.		
	Ship.	44.	Other timber.	Ship.	Sloop.	Other timber.	Ship.	44.	Other timber.
Portsmouth, N. H.					\$1 25	\$0 90			
Boston					1 18	80		\$1 25	\$1 00
New York					1 00	87		1 25	1 00
Philadelphia					1 20	90		1 20	1 00
Washington					1 25	90			
Norfolk					1 12	97			
White oak at—	Keel and keelsons.	Plank stocks.	Promiscuous.	Keel and keelsons.	Plank stocks.	Promiscuous.	Keel and keelsons.	Plank stocks.	Promiscuous.
Portsmouth, N. H.									
Boston							\$0 45	\$0 45	\$0 45
New York				\$0 45	\$0 45				
Philadelphia		\$0 37							
Washington				33	27	\$0 27		27	
Norfolk		24	\$0 24	25	25	25			
Yellow Pine at—	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.	Beams.	Plank stocks.	Promiscuous.
Portsmouth, N. H.					\$0 35				
Boston		\$0 38		\$0 32	30½				
New York		33			31				
Philadelphia	\$0 40	33	\$0 30		34				
Washington				22					
Norfolk	24	24	24	26	22½				

PROVISIONS.

	1816.	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.
<i>Beef.</i> —Barrels.											
At Portsmouth, N. H.											
At Boston	\$12 00		\$13 75	\$13 75	\$11 00	\$9 25			\$8 75	\$8 00	\$8 25
At New York		\$13 00							8 50	8 00	
At Philadelphia											
At Washington				13 75	11 00						
At Norfolk									8 40	8 25	
At New Orleans		12 50			11 00	7 75					
<i>Pork.</i> —Barrels.											
At Boston	20 00			17 75	14 00			\$11 00	11 25	11 95	11 25
At New York		17 75			14 00	10 87½			11 75	11 75	11 00
At Washington	18 50	19 00		16 25	14 00		\$13 00				
At Norfolk					14 00	10 87½			10 85	11 40	11 00
At New Orleans		17 00	17 00		12 00						
<i>Bread.</i> —Pounds.											
	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
At Portsmouth, N. H.						3½	3½	4		4½	4½
At Boston						2 8-10	3	3½	4	4	3 3-45
At New York							3	3½	3½	3	2½
At Philadelphia							4	4		3 7½-10	2½
At Baltimore								3½	4	4	3½
At Washington		5½	4½			2½	3½	3½	3½	3 3½-10	3½
At Norfolk						2 7-10		3½	3½	3½	2 9-10
<i>Spirits.</i> —Gallons.											
At Portsmouth, N. H.						37½	35	36		34	31
At Boston						38	38	36½	32	30	
At New York						35	35	33	30	28½	29
At Philadelphia						33	39	34	29	26½	
At Washington					40	36	37½	34	34	32	34
At Norfolk					39	37½	35	34	32	30	34

B.—*Exhibit*—Continued.

COPPER AND IRON.

	1816.	1817.	1818.	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.
<i>Copper.—Pounds.</i>											
At Portsmouth, N. H.									\$0 23 $\frac{1}{2}$	\$0 26	\$0 29 $\frac{1}{2}$
At Boston	\$0 31		\$0 30			\$0 27				26	29 $\frac{1}{2}$
At New York	31		33	\$0 31		27				26	28 $\frac{1}{2}$
At Philadelphia	30 $\frac{1}{2}$	\$0 26				\$0 28	27 $\frac{1}{2}$			26	29 $\frac{1}{2}$
At Washington							27 $\frac{1}{2}$		23 $\frac{1}{2}$	26	29 $\frac{1}{2}$
At Norfolk					\$0 31 $\frac{1}{2}$				23 $\frac{1}{2}$	26	29 $\frac{1}{2}$
At Baltimore	38 $\frac{1}{2}$		33		30 $\frac{1}{2}$						
<i>Iron.—Tons.</i>											
At Portsmouth, N. H.			130 00	127 33		160 00			165 50	137 20	134 40
At Boston			130 00						165 50	125 00	112 50
At New York				125 75	114 00					113 00	110 00
At Philadelphia			130 00		118 00			\$89 60	106 80	122 50	104 00
At Washington	83 50			126 00	121 08	108 00	106 00	122 00	117 00	122 50	114 18 $\frac{1}{2}$
At Norfolk				125 75					108 05	122 50	123 33
At Baltimore		121 00	125 00								

C.

Exhibit, showing "the sum total of the whole cost of building" certain vessels of the navy: prepared from returns from the respective navy yards.

Vessels' names.	Class.	Where built.	Whole cost of building.
Columbus	74	Washington	\$426,931 11
North Carolina	74	Philadelphia	350,442 75
Lexington	Sloop	New York	112,080 99
Boston	Sloop	Boston	96,938 40
Porpoise	Schooner	Portsmouth, N. H.	20,408 75
Alligator	Schooner	Boston	22,745 65

19TH CONGRESS.]

No. 337.

[2D SESSION.

APPLICATION OF THE CITIZENS OF PORTSMOUTH, NEW HAMPSHIRE, FOR THE CONSTRUCTION OF A DRY DOCK AT THAT PLACE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 12, 1827.

MEMORIAL.

To the honorable the Senate and the House of Representatives of the United States, in Congress assembled:

The memorial of the undersigned, citizens of Portsmouth, in New Hampshire, respectfully sheweth: That, at every period of the history of this country, the harbor of Portsmouth has been considered of great importance for naval purposes. That, under the colonial system, and long before the revolution, the British government, aware of the advantages of this place, were induced to make it a resort for their vessels-of-war, and to establish a yard, where ships, of a large class, were built for the public service.

That, during the war of independence, the Continental Congress, in like manner, duly appreciating its facilities for naval operations, ordered the construction, at this port, of a number of ships for the United States, one of which was the America, of seventy-four guns, the first ship of the line ever built in this county; and, through the whole of that struggle, it was the constant resort of armed vessels of different descriptions, both public and private; and of French ships-of-war, including a division of the fleet which had been defeated in the West Indies by Admiral Rodney. This squadron remained here many months, in perfect safety, and underwent a thorough repair.

That the federal government, also, whose early policy it was to lay the foundation of a respectable naval force, pursuing the course already pointed out, determined to make Portsmouth one of the positions whence, in time of war, the means of protection to the citizens and commerce of the United States, and of annoyance to their enemies, should proceed; and, in furtherance of that object, purchased an island in the harbor, and established a navy yard, where a considerable number of vessels-of-war, of all classes, have been built, in a style of naval architecture which, if equaled, is certainly not surpassed by those constructed at any other station.

Your memorialists, in addition to the series of facts herein briefly stated, would further respectfully

represent that the advantages of Portsmouth harbor, as a naval station, are numerous, and some of them, as they believe, peculiar.

This harbor is formed by a cluster of islands, on one of which the navy yard is situated, and through which the river Piscataqua, dividing Maine from New Hampshire, discharges into the ocean. Several of these islands, on each side of the channel, afford effective raking positions, where such fortifications might be erected, at a comparatively trifling expense, as would render it completely impregnable to the attacks of any naval force that could be brought against it.

There is no bar nor obstruction at the mouth of this harbor; on the contrary, at the lowest tides there are ten fathoms, or sixty feet of water at the entrance, through the main channel to the navy yard, and at the navy yard wharf, where ships of the largest class may lay, and from whence they may proceed to sea at dead low water; a desideratum not to be found at any other naval station in the United States.

It is easy of access, with the wind at any point of the compass from south to west, or from south to east; and ships can beat in on a flood tide with the wind ahead, or they may (the distance being small,) be towed in by steamboats, which, it is presumed, will ere long be an appendage to all the stations.

When in, ships are safe from all storms; the loss of a vessel here by stress of weather being a circumstance wholly unknown.

It is never, even in the most intense cold of winter, obstructed by ice; and the fact is remarkable that, for several weeks past, and at the present time, while all our other naval ports are closed with ice, this is as free and open as at midsummer.

It is difficult, if not impossible, from the peculiar nature of the contiguous coast, to blockade this harbor, as the experience of two wars has abundantly shown; and it is certain that, during the last war, no armed vessel, either public or private, was prevented by the presence of a blockading force of the enemy, from proceeding to sea; which cannot be said of any other port.

Here, ship carpenters in any number, usually wanted, can be readily obtained upon an emergency, either for repairing or building; that description of artisans being more numerous in this, and in the neighboring States of Massachusetts and Maine, than any other class.

The deterioration in the hulls of ships is far less here than at the stations further south. A difference of twenty-five per cent. in this respect may be calculated on; an important and serious consideration, when vessels-of-war are, for a long time, laid up in ordinary.

With these facts and circumstances, strong as they are believed to be, and fully proved by history and experience, your memorialists had no doubt that, whenever the attention of government should be drawn to the construction of dry docks, this would be one of the points assigned for their location; and they have seen, with no small regret, that in the late report from the Navy Department, no appropriation is recommended for that purpose.

As a measure of sound national policy, in reference to the navy, they are of opinion that a dry dock is an indispensably necessary appendage to every naval station, more especially, for obvious reasons, in time of war, with a view to which all preparations of this sort are doubtless made; and it would seem strange that a station possessing so many and such prominent advantages should be overlooked.

The considerable ebb and flow of the sea here, being twelve feet at spring tides, the comparative cheapness of labor, and abundance of granite in the vicinity, are circumstances that would render it, in the opinion of your memorialists, far less expensive to construct a dry dock here than at any other place proposed.

Your memorialists, in expressing their most earnest wishes that an appropriation may be made at the present session of Congress of a sufficient sum to commence the construction of a dry dock at this station, are actuated by no motives of a local character; they consider the object as highly important and desirable, in a national point of view, and for the efficiency and future success of that navy so justly the pride and boast of the country.

19TH CONGRESS.]

No. 338.

MR. C. C. C. C. C.

[2D SESSION.]

ON THE EXPEDIENCY OF PRESERVING AND REARING OF LIVE OAK TIMBER FOR THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 26, 1827.

NAVY DEPARTMENT, *January 29, 1827.*

SIR: I have had the honor to receive your letter of the 18th, in which you enclose the resolution of the House of Representatives, of the 12th January, instructing the Committee on Naval Affairs "to inquire into the expediency of providing, by law, for the more effectual preservation of the live oak timber on the public lands; and further, to inquire into the expediency of forming plantations for the rearing of live oak for the future supply of that timber for the navy of the United States; and also, to inform the House whether any, and, if any, what measures have been taken for the preservation of the same."

Your letter proposes two inquiries:

1. The expediency or necessity of any measures for carrying the object of the resolution into effect.
2. Any information which may exist in the Department, relative to any measures which have been taken for the preservation of the live oak timber on the public lands of the United States.

In 1799, the year succeeding the establishment of this Department, the importance of preserving this timber was so far correctly estimated as to occasion the passage of a law, which authorized the President to direct a sum, "not exceeding \$200,000," to be laid out in the purchase of growing or other timber, or of lands on which timber was growing, suitable for the navy, and to cause the proper measures to be taken to have the same preserved for the future uses of the navy."

At that time, almost the only valuable live oak within the undisputed limits of the Union was growing in the States of South Carolina and Georgia. By the subsequent purchases of Louisiana and Florida, large tracts of land, on which this kind of timber grows, were acquired.

Under the authority of the law before mentioned, the President of the United States, on the 19th December, 1799, purchased Grover's Island, containing 350 acres, for \$7,500; and in April, 1800, Black-beard's Island, containing about 1,600 acres, for \$15,000; both lying on the coast of Georgia. These islands are still in the possession of the government, and have been generally under the care of an agent; but the most valuable part of the timber has been removed, and they are now of very little importance, unless it be for the purpose of hereafter planting and cultivating the live oak.

By a law of the 1st of March, 1817, the Secretary of the Navy was authorized, under the direction of the President, to appoint agents and a surveyor, to explore and select so much of the land, on which live oak and red cedar were produced, as would be sufficient for naval purposes. The President was authorized to reserve the land so selected, and penalties were provided for such as cut and carried away the timber growing upon it or other public lands. The duties of the agents and surveyor were, by the act of 15th May, 1820, assigned to the public surveyors, and by the law of 23d February, 1822, the President was directed to use the land and naval forces, and take other measures, for the protection of the timber on the public lands.

Under the law of March, 1817, two agents and a surveyor were appointed. They examined and surveyed the coasts of Alabama and Louisiana, and made voluminous reports of their proceedings; but it does not seem necessary, nor would it be possible to detail them in this letter. They resulted in a reservation, by the President, on the 29th February, 1820, of several islands in Lake Chitimaches, Louisiana, called Commissioners, Cypress and Six Islands, containing in all about 19,000 acres, and supposed at that time to have upon them about 37,000 live oak trees, of various sizes, fit for naval purposes, a part of them difficult of approach, and some inaccessible. The Commissioner of the General Land Office was directed not to offer these lands for sale. Other tracts were found with similar quantities of timber, fit for use, but not regarded as sufficient to justify a reservation of them.

On the 5th May, 1821, an agent was appointed, with a salary of \$300, to guard the public lands in that quarter from depredations, to ascertain the names of the persons residing on them, procure information of the title by which they pretended to occupy them, make quarterly reports of his proceedings, and take the necessary legal measures to bring to punishment those who committed trespasses. No timber has yet been taken by the government from these reserved lands, or any other in Louisiana.

It is believed that there is much valuable timber, suited to the uses of the navy, on the public lands in that State, but the information in the Department is not sufficient to designate it with precision. The same agents and surveyor recommended the reservation of certain cedar lands in Alabama; but on application to the General Land Office, it was found that they had previously been sold. I have been informed by the Commissioner of the General Land Office that a part of them has since been relinquished by the purchasers; and he has been requested to reserve them from sale until another examination can be made, to decide whether the timber still remains in such a condition as to make their reservation useful and proper.

By the acquisition of Florida, in the beginning of 1821, large tracts of valuable timber were obtained, but the uncertainty which existed about claims, and titles under grants, rendered it difficult to make reservation, or even to prevent the cutting or carrying off the timber, without great hazard of trespass upon individual rights.

Under the law of 23d February, 1822, before mentioned, orders were given on the 9th March, in that year, to Master Commandant Elton, commanding the brig Spark, to proceed to the St. John's river, and prevent the cutting of timber upon the public lands, or transporting it out of the Territory. Similar orders have been directed, from time to time, to the commanders of the few public vessels which have been employed on that coast. On the 19th March, 1824, the commanding officer of the West India squadron, was directed to send frequently one or more of the vessels under his command along the coast of Florida, with a view to this object. The attention of the officers in the revenue cutters has also been called to the execution of this law. Whenever, from any source, information has been received which rendered it probable that trespasses were committed, such measures have been taken as the case seemed to require.

The length of the coast of Florida; the number of inlets, rivers, and harbors, in which vessels, loading with timber, can lie; the sparseness of the population; the small number of the public vessels or other means which could be employed for the object; the difficulty of deciding whether the land from which the wood was cut was public or private, have conspired to prevent the execution of the law from being, in all respects, efficient. Immense quantities of timber have been taken away, probably more than one-half which was growing in positions easily approached, and on which, therefore, it was most valuable. The greater part has, doubtless, been taken from lands claimed by individuals, and no accurate opinion can be formed of the amount which has been removed from the public lands. Still, it is unquestionable that many depredations have been committed, and the timber sold in the West Indies and elsewhere.

When the orders were given to master commandant Elton, an agent was appointed to accompany him, to examine the condition and quality of the timber in the Territory, and report the result of his observations to the Department. After being sometime upon St. John's, and above Lake George, he wrote that he "doubted whether there was an acre of timbered land in the province unclaimed, and, unless information could be afforded him on the subject, he despaired of being able to ascertain the fact of there being any such public lands, until a tribunal should be erected to inquire into the legality of the innumerable grants and patents which were held by individuals." This information could not, from the nature of the case, be afforded by the Department, and his agency was, to a great extent, unsatisfactory and useless. A part of the difficulty was removed by the reports of the commissioners for ascertaining claims and titles to land in Florida, and the laws which have been passed, confirming those reports. With these and other aids, a more satisfactory inquiry could now be made, and better means are now attainable to secure the execution of the law.

In March, 1825, as soon as it was believed that circumstances would permit an examination in some degree more accurate and useful than the former, and that better information could be acquired respecting the quantity and quality of the timber, as well as the depredations committed upon it, the subject was again brought to the notice of the President, and an agent selected, but the purpose was not executed, because, from the form of the appropriations, no money could be used for it, except the general contingent fund of five thousand dollars, and upon this there were unavoidable claims, which so far reduced it as to make it insufficient for this object.

As early, last fall, as a proper regard for health would permit, an agent was selected, and sent to make an examination of the state of the timber on the coasts of South Carolina and Georgia, and in Florida.

Sufficient time has not yet elapsed to receive from him a full report of his examination. He acts under instructions of 23d August last, prepared by the Commissioners of the Navy, and is directed thoroughly to explore and examine the lands on which live oak is growing, ascertain its location, quantities and qualities, and make detailed returns, showing the probable quantity and quality, in each place; the distance from navigable water, suited to coasting vessels; state of roads and water communications; probable expense per cubic foot of putting it on board vessels; names of the owners; probable price per acre at which the land could be bought; price of timber standing; amount fit for the different classes of vessels in the navy; and, particularly, the growth on the public lands, and practicability of increasing it; with other matters, useful in forming opinions on the whole subject.

Partial reports only have yet been received from him. His final report will probably enable the Executive to make such reservations as are proper, under the law before mentioned, and will also embrace other valuable information. Should he fail in procuring all that is desirable, it must be sought by other agents, and from other sources. His letters confirm the fact, that the most valuable part of this kind of timber has been removed from the whole coast, so far as he has proceeded. His last communication, dated on the St. John's, one mile below Jacksonville, states that "the St. John's, up to that point, together with its tributary creeks, 15 miles up, is entirely cleared. Live oak has, in fact, been a staple export. The collector at the Bluff, informed (me) that, for the last six or eight years, the number of vessels that had cleared, loaded with it, had averaged 150, not carrying, each, less than 2,000 feet.

This calculation would make, in the eight years, more than two millions of feet, which have been carried away from that one point of the coast. The estimate is probably much too high, but is sufficiently authentic to justify an inference that more of this timber has probably been consumed abroad than in this country, and to create great anxiety for the future.

The value of this kind of timber is well known, and justly appreciated; it has latterly been used to a great extent, by our own citizens, in building steam and merchant and other vessels, and been sought, at high prices, by individuals and governments in other countries.

It is impossible, with the present light, to calculate, with any approach to accuracy, the amount that has been transported for sale abroad, the amount used in our own country, or the quantities still remaining, which the government can procure and control. Its great importance, however, to the future wants of our navy, justifies the declaration that it is our duty to use all the means in our power to obtain, preserve, and increase it.

In the present state of this important interest, I would respectfully suggest to you the following measures, as proper to be adopted:

1. The purchase of such tracts of land as are particularly valuable. These must be such as have the largest quantity of timber, and of the best quality, on them, and are situated upon or within a short distance of navigable water. It is an extremely heavy wood, and difficult to be managed; and if far from navigable water, the expense of transporting it would be too great to justify the purchase.

2. Reservations in Florida and Louisiana, where the situation of the land and the quantity and quality of the timber are suitable. The power to make these reservations is supposed to be already in the Executive; but the means to make the surveys, and to provide the necessary agencies to protect it from depredations, require legislative provisions.

3. Planting trees upon the lands already owned by the government, or such as may be purchased. It is probable that subsequent inquiry will show that no land need be purchased for that object. Grover's and Blackbeard's Islands, and the land adjoining the Navy yard at Pensacola, with other favorable positions, may be sufficient. The cultivation and growth of this timber are not well understood by any of whom information has been sought; but facts have been acquired which justify the inferences that it may be cultivated both from the seed and by transplanting; that in the early history of Florida it was cultivated both for ornament and use; that its growth, though not very rapid, is hardy; and that, in favorable situations, it will in fifty years be of a sufficient size for many, perhaps most, naval purposes.

These three measures look to the benefit of the service at a distant period; but it is necessary to provide for more immediate wants, and therefore,

4. Provision should be made for the purchase of large quantities of timber, fitted to repair or rebuild each class of our vessels. The owners of the timber will sell to any one who will give the best price for it; and if they do not sell, they will destroy it, for the purpose of promoting their agricultural interest. There is no mode of securing it from this fate but purchasing it by the government.

The reasons in favor of this measure need not be minutely urged. It will secure to us a valuable article, which would otherwise be destroyed, or find its way to other countries, and return to us in a shape most calculated to make us feel the want of the foresight we exhibit. It will lay up an article which may be perfectly preserved for many years, and grow better as it becomes older and more thoroughly seasoned. The timber laid up under the law of 1799 was used long afterwards, and found as permanent and valuable as any ever used in the navy. It will provide in peace an article which it is difficult, and almost impossible, to procure in war, especially in such a war as is most likely to be encountered by us—a war with a nation having a powerful military marine. The transportation of timber at such a time to any of our navy yards, except perhaps that of Pensacola, would be attended with immense hazard and expense. We should be compelled to rely on inferior materials, and suffer severely the consequences of our neglect. This measure, therefore, seems to be justified both by expediency and economy.

The amount which ought to be bought and stored, refers itself to legislative discretion. Any amount short of that which would be sufficient to rebuild the whole navy, might be prudently and wisely authorized, provided the means for purchase are conveniently at hand. There would seem to be no danger of erring on that side, because it may now be bought at cheaper rates than it will be several years hence, and, if properly treated, will not decay or deteriorate.

It requires about 34,000 cubical feet to build a ship of the line, 23,000 to build a frigate of the first class, and 8,000 to build a sloop-of-war, of the size of those now building. It would, therefore, take about 927,000 feet to rebuild twelve ships of the line, seventeen frigates of the first class, and sixteen sloops-of-war; and 12,000 feet for each steam frigate that may be authorized.

What quantity would be required for repairing, until it would be necessary to rebuild them, cannot safely be the subject even of a guess.

Many of the facts detailed, and the remarks made in this letter, apply also to red cedar, and other woods which are used in building our public ships.

The reservations of the lands on which they grow, and the purchase of a quantity of them, to be laid up for future use, would also be proper.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. HENRY R. STORRS, *Chairman of the Naval Committee, House of Representatives.*

IN THE HOUSE OF REPRESENTATIVES, *January 12, 1827.*

On motion of Mr. White,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of providing, by law, for the more effectual preservation of the live oak timber on the public lands; and further, to inquire into the expediency of forming plantations for the rearing of live oak for the future supply of that timber for the navy of the United States.

And also inform this House whether any, and, if any, what measures have been taken for the preservation of the same.

Attest:

M. ST. CLAIR CLARKE, *Clerk.*

HOUSE OF REPRESENTATIVES, *January 18, 1827.*

SIR: The Committee on Naval Affairs have instructed me to refer to the Department of the Navy the enclosed resolution of the House of Representatives for obtaining the opinion of that Department, on the subject of the said resolution, in respect to the necessity or expediency of any measures which may be suggested by the Department for carrying into effect its object.

They have also instructed me to request the communication of any information, which *may exist in that Department*, relative to any measures which may have been taken for the preservation of the live oak timber on the public lands of the United States; a subject to which the attention of the committee is referred by the latter clause of the resolution.

I am, sir, with great respect, your most obedient servant,

HENRY R. STORRS,

Chairman of the Naval Committee of House of Representatives.

HON. SAMUEL L. SOUTHARD, *Secretary of the Department of the Navy.*

20TH CONGRESS.]

No. 339.

[1ST SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN THE YEAR 1827.

COMMUNICATED, WITH THE PRESIDENT'S MESSAGE, DECEMBER 4, 1827.

The Secretary of the Navy respectfully makes the following report:

The vessels in commission during the past year have been employed in the manner exhibited in the last annual report.

The duties assigned to the officers have been performed to the satisfaction of the Department, and no occurrences on board the ships call for particular notice.

The several squadrons have been as free as usual from disease. Paper A shows the deaths, resignations, and dismissions which have taken place.

Essential service has been rendered to our commercial and our political relations by the squadron in the Mediterranean under the command of Commodore Rodgers. Although the war in the Archipelago continues, with an increasing relaxation of discipline and control over the vessels of one of the contending parties, and difficulties have existed between one or more of the Barbary States and some of the powers of Europe, yet the presence and activity of our vessels of war, under the skillful direction of the commander, have protected our numerous merchant vessels and our growing commerce from serious interruption. The force should not be diminished, and no change is designed by the Department, except in the vessels. The squadron will this year consist of the Delaware, Java, Lexington, Warren and Porpoise, and will be commanded by Captain Crane.

No piracies have been committed in the West Indies. The prudent and active application of our small force has accomplished all that was anticipated from it. Captain Ridgely continues in command there.

The causes which induced the government to order the squadron to the coasts of Brazil and Buenos Ayres, still exist. The Cyane has returned, and a relief for the Macedonian must be sent in the course of next summer, but the force will not be diminished. Some of our merchant vessels on that coast have been captured, and otherwise interrupted, for real or pretended violations of blockades and of the laws of the country. A part of them have been released upon the application and remonstrances of our naval officers, whose skill, industry and zeal have been commendable. Captain Biddle continues in command there.

A number of our seamen have been found in a state of distress on that station, and some in other parts of South America; having been thrown out of the foreign employment into which they had entered. In many cases their distresses have been relieved, and the means afforded of reaching their homes. It

has been the policy of the government, seconded by our officers, to treat them with kindness, and induce them cheerfully to return to this country, where their services are always useful.

In the Pacific, the squadron lately commanded by Captain Hull, and at present by Captain Jones, has afforded all the protection which the smallness of its force, its immense distance from this country, and the nature of the navigation on the western coasts of South America, would permit. Until within the last eighteen months its operations have been confined, almost entirely, to the neighborhood of Chili and Peru, where the war, then existing between those countries and Spain, rendered its presence necessary. That war has terminated, but the necessity for a small force there still continues, and the wants of our commerce in other parts of the Pacific call for its increase.

In the original instructions to Captain Hull, he was directed, when his presence on the coast could be dispensed with, to visit the Sandwich Islands, to protect our interests and acquire information respecting our commerce in that quarter. Subsequent orders to the same effect were given, and particular objects recommended to his attention. His duties not permitting him to be absent, he intrusted to other officers under his command the execution of those orders.

Lieutenant Percival was sent in the *Dolphin* to the *Mulgrave Islands* in search of the mutineers of the ship *Globe*, with instructions, after accomplishing that specific duty, to visit the *Sandwich* and *Society Islands* and the coast of *California*. He was successful in discovering two of the crew of the *Globe*, who alone remained upon the island, and they were brought to the *United States* and surrendered to the civil authority, but were probably among the least criminal of the mutineers. He also visited the other places pointed out in his instructions.

At a subsequent period, Master Commandant Jones, in the *Peacock*, passed over a part of the same route, and obtained much valuable information in relation to our commerce, and made arrangements with the governments existing in some of the *Society* and *Sandwich Islands*, from which it is hoped security and advantage will result to our vessels visiting them either for refreshment or trade.

These cruises have confirmed the opinion which dictated the original instructions to Captain Hull.

Our commerce in that ocean is augmenting with great rapidity. During the past year not less than five millions of American property and 2,000 seamen were in the single port of *Honolulu*, being drawn there for traffic, refreshment, or repairs. The multiplied difficulties to which they are subjected by the nature of their employment, and the character of the people and governments of the islands, demand an effort on our part to afford efficient protection to them. At least four vessels of respectable size ought to be constantly in the Pacific, and the distance from the *United States* renders this impossible, unless six vessels in commission be devoted to that object. With this number, and by a proper arrangement in sending them out, alternately by *Cape Horn* and the *Cape of Good Hope*, large benefits would be secured. This number, however, cannot be so employed, unless the vessels in commission be increased.

Master Commandant Jones was instructed to endeavor to relieve these islands from American seamen who had improperly deserted from whaling and other vessels and taken refuge there, to the annoyance not only of the people, but to the injury of our own citizens; to make arrangements by which such desertions might be prevented, and, if possible, to secure certain debts due to our citizens by the people and government. It is hoped that he was successful in these objects, and that many inconveniences to our whaling and other vessels will be hereafter in some degree avoided. The sailors were removed from the islands by being induced to enter either on board the *Peacock* or some other ship which was in want of their services.

The report of Master Commandant Jones, upon the subjects confided to him, is too voluminous to be annexed to this report.

In directing the movements of our squadron in the Pacific, great difficulty is encountered from the immense distance and the impossibility of regular and speedy communication with it. It is, therefore, proper again to advert to the establishment of a regular passage and communication through the *Isthmus of Panama*, which has heretofore been urged in more than one annual report, and on which a detailed statement was made to the Naval Committee, in January, 1826, in answer to a resolution of the House of Representatives of 22d December preceding. It would produce a saving of money, facility in directing the operations of our force, comfort and convenience to our officers, and its effects on the commerce of the country would be salutary. Cheap as the operation might be made, simple and unostentatious as the plan is, it would go far to effect a change in our commercial transactions with the Pacific ocean and Chinese sea, and be the avenue through which a large amount of the precious metals would find their way to this country.

Lieutenant McKeever, in the schooner *Shark*, left *New York* on the 24th July for a cruise among the fisheries to the north, and to look after and protect our interests in that quarter. He returned on the 6th October, having accomplished satisfactorily the objects of his cruise. His report is annexed, marked B. The benefits heretofore resulting from the annual visits of our armed vessels to the fisheries indicate clearly the duty of continuing the practice.

Lieutenant Norris, in the schooner *Shark*, visited the agency at *Mesurado* in January last, to render to it such assistance as its situation should require. His report is annexed, C. Occasional visits of our armed vessels to this agency, while in its present state, will be useful; but as one of those attached to the *West India* squadron can be spared for that object, no other need be commissioned, unless it should be the will of Congress to devote one or more, exclusively, to cruise in connection with it and the suppression of the slave trade.

The state of the agency is as favorable as could have been anticipated. Buildings and improvements are very nearly completed, which will be sufficient to receive and accommodate 150 Africans, which is as many as will probably be recaptured at any one time. Those who have been sent, previous to the present year, have ceased to be an expense to the government, and are now in a comfortable situation, capable of taking care of themselves, and acquiring property and respectability among those of their own color, and in their native land. During the past summer 142 were sent from *Savannah* to the agency. They were brought into *Georgia* in the year 1820, in the General *Ramirez*, and have been, from that time to the last spring, in the course of litigation, and at a great expense to the government. As soon as the Department was authorized to take charge of and remove them, measures were taken for that purpose. They were received at the agency and disposed of in such a way that they will occasion very little expense for the first six months, and none afterwards. It may now be confidently asserted that the principal cost in the establishment of this agency has been encountered, and that whenever, in the execution of the laws, Africans shall be recaptured it will be in the power of the government to place them at the agency at a sum

not exceeding \$25 each. After their arrival the expense will be small, and not continue longer than six, or at most, nine months. The object of the laws for the suppression of the slave trade has been, in this respect, accomplished, and the effects on the trade itself will be salutary. It will be perceived by the report of Lieutenant Norris that it is nearly extinct in the neighborhood of Mesurado; and if the cruisers of our own and other governments are vigilant, a check may be given to it everywhere, and perhaps its existence destroyed.

Annexed are certain papers, marked D, which show the manner in which the agency has been conducted, the amount of money which has been expended upon it during the year, the present state of the appropriation, and an estimate of the funds necessary for its support. The "act in addition to the acts prohibiting the slave trade," and appropriating \$100,000, was passed 2d March, 1819. Subsequent appropriations have been made for the same object, and the whole amount expended upon it is \$185,140.12.

It has been customary with the Department for two or three years past to direct the attention of our commanding officers abroad to the propriety of adding something to the agricultural, while they were protecting the commercial interest of the nation, by procuring information respecting valuable animals, seeds, and plants, and importing such as they could conveniently, without inattention to their more appropriate duties. Very few of them have returned without some valuable importations of the kind. More precise and detailed instructions have, under your directions and in connection with the Treasury Department, been prepared, and will hereafter be given to each officer who commands a vessel in commission. The most beneficial results are anticipated from this course; and will certainly be produced, so far as they are practicable, by the individual exertions of the officers, there being no appropriation out of which any money can be taken for so desirable an object.

From this rapid review of the employments of our naval force in commission, it will be perceived that it cannot with propriety be diminished, if regard be paid to our commercial and other interests. And when to this consideration is added the necessity of active employment to our officers and men, to prepare them for the duties which a state of unfriendly relations with other powers may impose, it is presumed no objection will be made to the estimates for the year, which have been formed upon the existing state of the service, and are annexed to this report, marked E.

The amount estimated is \$3,043,697.75. Last year it was \$3,014,802.92. In the present estimates, however, there is embraced an item of \$201,350, for the completion and equipment of the ten sloops-of-war authorized to be built by the law of 3d March, 1825, and which will be prepared for sea in the course of this year. This sum is not properly chargeable to the current expenses of the navy, and when it is deducted, the present estimates will be found to be \$172,455.17 less than the 1st. They embrace the support of the several naval establishments on shore, and preservation of the ships in ordinary—of one ship of the line, six frigates, twelve sloops, and four schooners in commission, and, with a small increase, the number of officers now in service.

It is presumed that the number of naval establishments will not be diminished. Although it is manifestly the true policy, so far as economy and efficiency are concerned, to limit, as far as possible, the number of our large dock yards, at which every species of labor connected with our shipping is to be performed; yet other considerations have heretofore operated, and will doubtless continue to operate, to keep up the number now in existence. They have, therefore, been embraced in the estimates. Of the vessels proposed to be kept in commission, none can with propriety be dispensed with.

The small addition to the number of our officers arises from what is supposed to be the absolute necessity of the service. It is one of absence, privation and exposure. In such a service, it must always be expected that about one-third or one-fourth will be unable to attend to active duty. Sickness, and other causes, will always operate to that extent, and when this deduction is made, it will be found that several of our classes of officers are too small. This is especially the case in the medical branch; for with every exertion which the Department could make, it has sometimes happened, during the past as in former years, that sufficient medical aid could not be afforded to all our vessels while at sea, and to all our establishments on shore.

The form of the estimates is such as the decisions of Congress require. There are one or two points in reference to them, however, which it is proper again to notice, inasmuch as they continue to operate with severity, and occasion not only inconvenience but loss of public money.

1st. The estimates and appropriations are made for the year commencing and ending on the first January. The appropriation laws are never passed until after that period. The Department is, therefore, left, sometimes for six weeks or two months, without funds for the use of the navy. Were our ships, officers, and men within the country, this circumstance, although very injurious, would be less felt; but as they are absent, at great distances, it creates serious inconvenience, and sometimes loss of both credit and money. They must have funds for their support, and must therefore procure them, if they can, by drawing bills upon the Department, and these are sometimes protested for want of the means of payment. The consequences are too palpable to require comment. The remedy is simple: to make the appropriation, in the first instance, for a year and a quarter, and let those for subsequent years commence on the 1st April. Should this plan be approved and adopted by Congress, an addition of one-fourth must be made to the estimates for the quarter ending on the 1st April, 1829. All subsequent appropriations would be for a year only.

2d. Specific sums are appropriated for specific objects, which is undoubtedly the best and safest mode; but the form in which it is done creates difficulty. The estimates are made by the Navy Commissioners, with all the skill and accuracy which experience and intelligence can give, and the amount which will probably be wanted for each object of pay, subsistence, &c., is stated. But it is impossible to estimate these things with the precision which can readily be secured, where the expenditure is to be made in our own country, and under the more immediate control of the Department. Hence it is found that, although the appropriation is sufficient for the general object, there is sometimes a surplus under one head and a deficiency under another. Aware that this difficulty would occur, Congress, by the laws of 3d March, 1809, and 1st May, 1820, authorized the President to make transfers, under a few enumerated items. These items have been since changed in the appropriation laws, and the power of transfer thereby rendered useless. This inconvenience is increased by the fact that a large portion of the money is drawn for and expended by pursers and navy agents abroad, who are often unavoidably ignorant of the terms of the law under which the expenditure is to be made; and therefore draw and expend the money under one item, when they should do it under another. As an example: they draw, under pay of

the navy, whatever is to be paid to the officers and men, although a large portion of it is for their provisions and subsistence, and is estimated for under those heads. The head of pay is consequently exhausted before the end of the year; that of provisions is not; so of other items—and there is no remedy. The President cannot make a transfer, founded on the knowledge that this unavoidable error has been committed, nor can the accounting officer, from the absence of the agent, correct it in season in the settlement of his accounts.

It is respectfully submitted that a remedy may be found, without hazarding the proper expenditures of public money, by one of two modes: 1st. Authorizing the President to make, in writing, transfers from and to certain enumerated items, so as to effect the object which Congress had in passing the laws of 3d March, 1809, and 1st May, 1820: or, 2d. By requiring the estimates to be made, as they now are, for each specific item, so that their propriety can be readily tested by Congress, but embracing the amount of several of them under one head, in the appropriation bills. The annual examination, by the committee of Congress, into the expenditures of the navy, would still be made with equal ease, and afford equal security.

There is another evil which duty requires should be brought to your notice. By a rigid enforcement of the law, the disbursing officers within the United States are compelled to make periodical settlements; and, so far as they expend the public money, the accounting departments can furnish statements, showing whether it has been properly expended, and whether the appropriations have been sufficient for the objects. But this is not the case with the large number of disbursing officers who are out of the United States, and who are often absent two or three years, at the distance of thousands of miles. In their absence their accounts cannot be settled, nor can it be known whether they have expended the money properly, or the appropriations of the year are exhausted. From the same, and other causes, many claims upon the Department, by individuals, are not, and cannot be, presented within the year. It necessarily results that when the accounts of a particular year are settled, there are sometimes deficiencies and sometimes a surplus in those items which are appropriated for certain objects, "and for no other object or purpose whatever." Confusion and want of accuracy, and sometimes want of means for the payment of claims, are the consequences, creating both public and private inconvenience.

The Secretary of the Navy has heretofore proposed to the Committee of Ways and Means, and now respectfully suggests, two plans to obviate the inconvenience. One is, an appropriation for arrearages for the service generally, as was done last year for the navy, and has been done for many years in the War Department. To this end an item of \$15,000 has been added in the estimates. The other is, to incorporate into the appropriation bill a provision, that the balances of the several items, which remain at the end of the year, constitute an aggregate fund for the payment of such arrearages in the naval service as may be due and unsatisfied at that time.

This provision, it is believed, would be sufficient to enable the Department to meet the calls, public and private, upon the service; save great vexation to individuals; secure more precision and certainty in the settlement of accounts, and, at the end of the limitation of the two years required by law, the balance would be passed, as it now is, to the surplus fund.

In the expenditure of the appropriations of the year, so far as the Department is informed, there has been no loss or defalcation. The disbursing officers have exhibited punctuality and faithfulness, and as much accuracy as the circumstances before alluded to would permit.

Under the appropriation made in 1826 for a survey "to ascertain the practical facilities of Baltimore, Savannah, Brunswick, and Beaufort, for naval purposes," that of Baltimore was completed before the last session of Congress, and the result communicated in answer to a resolution of the House of Representatives. Since that time surveys of Brunswick and Savannah have been made by Lieutenant Stockton, and his report is in the Department. The time necessarily occupied in them rendered it impossible to complete that of Beaufort during the spring and summer, without great hazard to the officers and men, the health of several of them having suffered before that of Savannah was ended. It is now in progress, under the superintendence of the same officer, and will be finished without delay, when the whole will be ready to be communicated to Congress. These surveys have been made by competent officers, and will furnish sufficient information to decide how far those places afford "practical facilities for naval purposes." They are, however, unavoidably incomplete. The time within which it was supposed desirable to make them, and the means granted by the appropriation, did not permit them to be so made as to furnish perfect surveys and charts of those harbors. Nor can such surveys be made without the aid of the means contemplated by the act of 10th February, 1807, "to provide for surveying the coasts of the United States."

The report of the Navy Commissioners, under the law for the gradual increase of the navy, is annexed, marked F.

Under the second section of the "act for the gradual improvement of the navy," passed at the last session, contracts have been made for the frames of five ships of the line, five frigates, and five sloops-of-war. (See letter F.)

Under the authority vested in the Executive, reservations of land have been made in Louisiana and Alabama, and of a tract adjoining the Navy yard at Pensacola. Orders have been given to the commandant of the yard to plant live oak on the latter. An examination of the coasts of South Carolina, Georgia, and Florida, as far south as Mosquito inlet, has been made, with a view to the purchase and reservation of land having timber upon it. Much less was found than had been previously hoped for. Orders have also been given, and are in course of execution, for the examination of the west coast of Florida. It is manifest, from the information already obtained, that we shall be obliged to plant extensive tracts of land with the live oak, or that we shall, after a few years, be deprived of this most valuable timber for the uses of the navy.

The fourth section of the act referred to authorizes the President "to cause to be constructed two dry docks for the use of the navy—the one to the south, the other to the north, of the Potomac." The two sites selected are at the Navy yards at Gosport, in Virginia, and Charlestown, in Massachusetts. Loammi Baldwin, Esq., was appointed the engineer to superintend the construction of the docks. Contracts for a large portion of the labor and materials for both have been made, and the work at Charlestown commenced. That at Gosport will be commenced in a short time. Attention has been paid to the direction of the law respecting the marine railway at Pensacola, but the situation of the navy yard and improvements, with other causes, have prevented a decision upon the subject.

In the early part of the last summer, a board of officers, composed of Captains Bainbridge, Chauncey

and Morris, was directed "to examine thoroughly all the navy yards, and prepare plans for their improvement and the preservation of the public property therein," which might be submitted to the President for his sanction. These officers have devoted to this object as large a portion of their time as could be spared from their other urgent duties, and have made some progress. The whole will be completed in the course of the winter, or early in the spring; and, from what has already been done, entire confidence is felt that such plans will be prepared and sanctioned as will greatly promote the public interest, render our navy and dock yards such as the interest of the nation demands, and prevent an unnecessary and wasteful expenditure of the public money. No law which has been passed, since that for the gradual increase of the navy, has had a more salutary influence upon its interests than the one of which this provision forms a part.

A report of the expenditures under this act, and the "measures taken to carry the same into effect," is subjoined.

The discipline, economy, and efficiency of the service are objects of unceasing attention, and it is believed that they are as worthy of commendation as at any former period. But in this, as in preceding years, experience has proved that many of the evils which have been so often noticed, still exist. Some, which are within the competency of the Executive, have been removed; others must await legislative decision.

It would be improper again to present in detail the views which have before been taken on the questions of rank and pay in the navy; of a want of regular organization; of a code of criminal law or regulations; and of a naval school. But the Department would not discharge its obligations to the service, if it failed to express a conviction, that discipline, economy and efficiency would be promoted by judicious legal provisions on these subjects.

In no service, either of the army or navy, in any age or nation, has a force, such as we now send to sea in squadrons, been commanded by captains; and perfect subordination and discipline, without which there can be neither efficiency nor economy, cannot prevail, unless so large a force has commanders of a proper grade. Rank is as indispensable in the navy as in the army; and equal justice to the officers calls for the establishment of a higher grade. Several of those upon our list of captains have been such for more than a quarter of a century; have commanded forces superior to those commanded by generals on land; have borne themselves as gallantly, and done the State as much service as their military rivals on shore; yet they are still captains, and with the compensation of captains; while their patriotic competitors, with a service less protracted, and not more energetic or deserving, are rewarded by a just and wise government with higher rank and fuller compensation.

Promotions are made from the rank of midshipmen. The proper education of this class of officers is, therefore, the best mode by which we can secure talent, information and merit, in the higher grades. The greater part of them enter the service between the ages of 14 and 16, when it is impossible that they should be well informed scholars. Their situation in the service renders it equally impossible that they should there make much literary or scientific acquisition beyond the practical duties of the seaman. Their pay is incompetent to procure the means of instruction, and their employments are too steady and active to afford the time. The science and information requisite for a navy officer are in no respect inferior to those required by army officers and engineers; and the interest as well as honor of the country are not less concerned in the correct performance of their duties. The reason, therefore, for the preference of the army over the navy, in this respect, is not perceived. All that the Department can do has been done to overcome the want of a naval school, which shall unite a practical with a scientific education; but the evils still felt, urge the Department again, respectfully but earnestly, to present it to your consideration.

At the last session of Congress, memorials were presented by many citizens of New York, Pennsylvania, Maine, Virginia and Ohio, proposing an "exploring expedition to the north and south hemispheres," under the patronage of government. The memorial and papers were referred, by order of the House of Representatives, to this Department, but no appropriation was made. It is presumed that the reference was intended to convey the disposition of the House in favor of the expedition, and was to be regarded as expressing a wish that the countenance and support of the Department should be given to it. As no appropriation was made, there was no money which could with propriety be used to carry into execution the object of the reference. The only aid which could, under these circumstances, be afforded, was to grant to those officers of the navy, who chose to join an expedition which should be fitted out by private enterprise, a leave of absence for that object, and to order to it such seamen as were willing and competent to navigate the vessels. This aid would, under the sanction of the reference, have been afforded, if the expedition had been prepared. Since the adjournment of Congress, a large number of respectable citizens of several of the States have signed memorials of the same tenor as those referred by order of the House.

The condition of the marine corps urgently demands that it should be again presented for consideration.

It was "established and organized" in 1798, and consisted of 720 men, besides officers. The design of Congress in creating it was to furnish a proper guard for the navy yards and for ships at sea. This design points out the extent and organization which it ought to possess. It should be numerous enough to afford a sufficient guard for each yard and each ship in commission. It ought to be also so far incorporated into the navy, and subject to navy regulations, as to render the government of the two consistent and uniform. In both these respects it needs amendment.

The statement annexed, marked G, shows the proper number for a guard at each yard, and for each vessel in commission, in the opinion of the commandant of the corps, amounting, in all, to — effective men. The corps now consists of 750 men, besides commissioned and non-commissioned officers; being thirty more than when it was first established, although the service to be performed by it is much more extensive. It is apparent that this number of men cannot furnish the required guards; and our vessels are, therefore, often without the requisite number, and a very insufficient protection is afforded to the public property. Watchmen have, during the past year, been hired at several of the yards to aid the marines, which unavoidably creates confusion and insecurity. It would be better to have the guards composed altogether of one description of persons, either marines or watchmen. The nature of the duties to be performed by this corps, both on land and on water, is such that great danger results from their being insufficiently discharged. The public interest would, therefore, be promoted by augmenting its numbers, or by withdrawing it altogether, either from the navy yards or from the ships, and trusting to other means for protection, which would be regarded as a hazardous experiment.

There is still greater defect in the organization than in the numbers of the corps. By the law of 1798, it is governed "by the same rules and articles of war as are prescribed for the military establishment of the United States, and by the rules for the regulation of the navy, according to the nature of the service in which they shall be employed." By the construction uniformly given to this law, the corps is subject to the naval regulations when at sea, and to the army regulations when on land. The same officers and men are at one moment under one system of rules and discipline, at the next under another. Their compensation is governed by one law at sea, by another on land. The nature of their connection with the navy is unsettled and subject to constant dispute; and when the laws are to be enforced in the punishment of an officer, neither the War nor Navy Department can, in many cases, act without the interference of the other. It is not necessary to detail the consequences which follow. It is, perhaps, matter of surprise that confusion, disorder, and violation of duty have not existed to an extent which might jeopardize the existence of the corps.

The following amendments are respectfully suggested as the proper remedy:

1. That the corps be increased in the number of privates, and that the number and grade of the officers correspond with those which have been established in the army, and approved by experience.

2. That it be placed entirely under the laws and regulations for the government of the navy.

3. That accommodations be afforded to them out of, but adjoining, the navy yard; so that details can be sent, under proper arrangements, by the officer commanding them, into the yards, and while there to be entirely subject to the control and orders of the commandant.

4. That a sufficient number, for the sole purpose of guarding the property at Portsmouth, Philadelphia, Washington, and Pensacola, be assigned to those places, and the remainder be divided between the stations at Boston, New York, and Norfolk, where they can be properly drilled and prepared for sea service, and from which our vessels can obtain the necessary guards, when fitting for sea.

5. That the commandant and staff of the corps remain at this place, as most convenient for communication, both with the Department and the corps, and for the prompt settlement of their accounts.

If these suggestions should be adopted, it is believed that the marine corps would be much more efficient and less expensive to the public. The two first of these propositions would require legal enactments; the others might be effected by regulation.

The naval hospital fund has an intimate connection with the interests and feelings of the officers and seamen who are under the control of this Department. Humanity, justice, and policy require that the diseased and wounded seaman, when brought into port, should have a home, and the means of cure provided; and that the disabled and aged seaman, who has worthily served his country until his strength is exhausted, should have an asylum where a comfortable subsistence may be found for his last days. This truth has been felt in all civilized and commercial nations. It was early felt in ours, and laws were passed upon the subject; but they have, thus far, not accomplished their object. They direct twenty cents per month to be retained out of the pay of the officers, seamen, and marines, and that, from the proceeds, hospitals and an asylum should be erected. As yet, not one building has been completed, although the deduction has been regularly made from the pay since the passage of the law, in 1799. The reasons for the failure were stated in a report by the commissioners of the fund, at the last session of Congress. A part of the fund was absorbed by and expended during the late war in the pay of the navy. This sum has been repaid, under regulations, and by order of this Department, in the course of the last three years. There is another sum, however, of \$50,000, which was declared by law to be due to the fund on the 26th February, 1811, and was directed to be paid out of any moneys in the Treasury, not otherwise appropriated, which has not yet been paid, except \$3,782.86. This sum was, by \$80,000, less than it ought to have been. The sum which had been paid by the navy amounted to at least \$130,000, as is readily shown by calculating the numbers employed in the service. It is most respectfully suggested that the whole sum of \$130,000 should be restored, with interest upon it, now amounting to \$262,600. It is not the money of the government or nation. Not one cent has been paid to the fund by the nation. It has been taken out of the pay of the officers and men, and belongs to them as justly as any portion of their private estates.

It is now mentioned in this report, because their rights and interest are necessarily the object of attention by this Department, and because the money is wanted to meet the buildings for their accommodation. Sites have been purchased for four buildings; at Boston, New York, Philadelphia, and Norfolk; which, with a small one at Pensacola, may be made sufficiently extensive to answer all the necessities of the service at any future period.

Two buildings, an hospital at Norfolk and an asylum at Philadelphia, are progressing very satisfactorily; and if the funds were put in a proper condition, the whole might be completed in two years, and form together an hospital establishment, at least as creditable to the country, and beneficial to the service, as that belonging to any other nation.

The completion of this establishment is demanded by the plainest policy. In this country the services of our seamen are voluntary; no impressment or other mode of compulsion is, or ought to be, applied, to force them to perform the duties of peace, or fight the battles of the country in war. But in proportion to the voluntary character of the service ought to be the effort to render that service pleasant, and to create every inducement to join it. And when it is perfectly understood by all who are acquainted with the character of the seaman, that his foresight is seldom directed to any other object than a place of refuge, when disease and misfortune overtake him, surely that place of refuge ought not to be wanting.

In this view, it is hoped the payment of the debt, before mentioned, will be made; and if something were added to it, it would be justified by the consideration that the nation has not yet given one dollar to so desirable an object.

Respectfully submitted.

SAMUEL L. SOUTHARD.

NAVY DEPARTMENT, December 1, 1827.

A.

List of deaths in the navy of the United States since December 2, 1826.

Name and rank.	Date of death.	Cause of death.	Place of death.
MASTER COMMANDANT.			
Sidney Smith	May 17, 1827..	Unknown	Plattsburgh.
LIEUTENANTS.			
Hugh Dulany	January 6, 1827..	Unknown	Delaware Bay.
George M'Cauley	February 20, 1827..	Unknown	Philadelphia.
Charles A. Budd	March 15, 1827..	Unknown	New York.
Pardon M. Whipple	May 11, 1827..	Unknown	Providence.
John P. Tuttle	June 10, 1827..	Yellow fever	Havana.
A. H. Hopkinson	August 11, 1827..	Fever	Off Milo.
Wm. B. Nicholson	October 15, 1827..	Fever	At sea.
SURGEONS.			
Robert L. Thorn	August 18, 1827..	Bilious fever	Portsmouth.
John W. Peaco	May 23, 1827..	Fever	Savannah.
SURGEON'S MATE.			
Thomas J. Bradner	August 23, 1827..	In a duel	Rio de Janeiro.
PURSER.			
Thomas Shields	Unknown	Unknown	Unknown.
CHAPLAIN.			
Burgess Allison	February 20, 1827..	Unknown	Trenton.
MIDSHIPMEN.			
C. E. Wadsworth	May 8, 1827..	Drowned	Tampico.
Alexander F. Porter	February 11, 1827..	Yellow fever	Mesurado.
Edward Worthington	July 18, 1827..	Yellow fever	Norfolk.
SAILINGMASTER.			
S. J. Dusenberry	October 4, 1827..	Unknown	New York.
BOATSWAINS.			
Edward Linscott	May 25, 1827..	Unknown	Norfolk.
William Smith	July 7, 1827..	Unknown	Unknown.
SAILMAKER.			
H. Van Voorhees	August 30, 1827..	Unknown	At sea.
LIEUTENANT OF MARINES.			
G. D. Brewerton	January 31, 1827..	Unknown	Valparaiso.
NAVY AGENT.			
S. R. Overton	August 30, 1827..	Unknown	Pensacola.

Resignations in the navy of the United States since December 2, 1826.

Name.	MASTER COMMANDANT.		Date of resignation.
Louis Alexis			September 17, 1827.
LIEUTENANTS.			
Samuel B. Phelps			February 2, 1827.
Thomas S. Cunningham			April 21, 1827.
William T. Rodgers			April 21, 1827.
Enoch H. Johns			April 26, 1827.
James L. Morris			September 10, 1827.
SURGEON.			
John H. Gordon			March 22, 1827.
SURGEON'S MATE.			
William Williamson			November 2, 1827.

MIDSHIPMEN.

Name.	Date of resignation.
Stephen B. Kingston	December 16, 1826.
Crawford W. Hall	January 16, 1827.
William W. Wiswall	February 7, 1827.
Francis S. Key	February 12, 1827.
Solomon D. Betton	February 16, 1827.
John C. Bunnet	March 26, 1827.
Israel D. Smith	April 23, 1827.
Thomas H. Yeatman	June 12, 1827.
John Weems	June 20, 1827.
James Bradford	June 25, 1827.
Joseph S. Cornwell	July 5, 1827.
Joseph W. Jarvis	July 14, 1827.
John T. Wallace	July 27, 1827.
Thomas Dimmock	August 7, 1827.
Archibald M. Green	October 19, 1827.
John Young	October 19, 1827.
Charles V. Morris	October 20, 1827.
Christopher N. Greene	October 23, 1827.
Andrew M. Irwin	November 3, 1827.
James W. Crenshaw	November 6, 1827.
William H. Alexander	November 10, 1827.

SAILINGMASTERS.

Philip S. Meyer	September 10, 1827.
Nathaniel Stoodly	April 6, 1827.

GUNNER.

Thomas Stanley	November 19, 1827.
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SAILMAKER.

Richard Reynolds	June 8, 1827.
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Dismissions from the navy of the United States since December 2, 1826.

LIEUTENANT.

Name.	Date of dismission.
James E. Legaré	May 17, 1827.

MIDSHIPMAN.

John Q. A. Boyd	November 5, 1827.
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B.

Copy of a letter from Lieutenant Isaac M'Keever to the Secretary of the Navy, dated—

UNITED STATES SCHOONER SHARK, *Long Island Sound, October 4, 1827.*

After leaving Eastport, on the 3d of August, we proceeded on our cruise, passing through the Straits of Canso, touching at the Magdalen Islands, and nearly all the principal fishing rendezvous on the north coast of Newfoundland, and along the shores of Labrador, from Esquimaux Bay northward as far as the Bay of Sandwich, where we arrived the latter part of August; and finding that the few of our vessels that took their fish to the northward of Belle Isle had left, we remained only a few days at Greedy Harbor, and bent our course again to the southward, stopping a second time at some of the principal harbors, and at others we had not visited on our way to the northward. The Black Islands, or Greedy Harbor, was, some years ago, a very considerable resort of our fishermen; this season only one vessel took her fish there, and some five or six others at the neighboring islands; indeed, from the Straits of Belle Isle north, the British occupy the best fishing ports, where they have large permanent establishments for curing fish; and although our countrymen meet with civil treatment at these places, they prefer situations more exclusively their own, and have in consequence, of late years, and this season more especially, confined themselves in a great measure along the coast of Labrador, from Esquimaux Bay to Cape Charles; the far greater number, even of those who do not carry their fish home in salt, cure them at Bradore or the Bay of Ledges, one of the best situations on the whole coast for this purpose; here eight or ten of our merchant vessels took cargoes of cured fish for the Mediterranean and South America.

Not many of our fishermen have frequented the north coast of Newfoundland for some years past, under an impression that they would be expelled by the French. I have, however, not heard of the slightest interruption from any of their national vessels. In one or two instances the French fishermen themselves have evinced some disposition to debar ours from a participation in the fisheries of certain districts where they have fixed establishments; but I could not ascertain that they had ever resorted to force. I speak of this year more particularly. When we reached the coast, the second week in August, the few of our vessels that took their fish there had left, the fishing season commencing and finishing sooner than on the Labrador coast.

At different periods within the last two years the French have suffered severe depredations upon many of their establishments by some British fishermen, to such an extent as to have called forth a proclamation on the subject from his excellency the Lieutenant Governor of Newfoundland. This circum-

stance, perhaps, may have tended to exasperate them against our own fishermen, from a belief that they were concerned in the robberies; but I am happy to say, so far as I have been able to ascertain, they have not been in any instance engaged in these or other trespasses.

A French national schooner was on the coast of Newfoundland a short time before our arrival, and the British brig Contest was cruising to the northward of Belle Isle; these were the only foreign vessels of war in those waters, neither of which we met. The season has been uncommonly boisterous, so much so as to have interfered a good deal with taking fish; but as the high winds disperse the usual dense fogs, it was more propitious to curing them. The season in consequence was sooner over, and almost all our vessels were on their return to the United States by or before the middle of September, when we left the Straits of Belle Isle, and those from the Gulf of St. Lawrence, and Chaleur Bay, followed soon after through the Straits of Canso, whence we sailed on the 28th ultimo.

The fisheries have not, upon the whole, proven very abundant this year, but it appears that our countrymen have been generally more successful than either the British or French. The latter, it is supposed, are becoming less active and enterprising than they were some years past, and the former have suffered very severely at many of their establishments from the typhus fever, whilst ours have been comparatively healthy.

It is with regret, sir, I have to add that on our way to the northward, in the Bay of Chedebucto, we got on a dangerous rock, near the harbor of Arichat, the existence of which was unknown to the pilot, or if known, he was entirely mistaken about its position; owing, however, to the weather being moderate, we got off ten hours after we struck, without other damage than roughing the copper a little; and in a heavy gale at Greedy Harbor we parted two cables, lost the stream anchor, and having broken the arm off one of the bowers, it became necessary to procure another anchor, which I did at Anec au Longue, upon moderate terms.

C.

Copy of report by Lieutenant Commandant Otho Norris, of the U. S. schooner Shark.

U. S. SCHOONER SHARK, *St. Thomas, March 18, 1827.*

Sir: I have the honor to announce the arrival of the Shark at this place, in thirty-four days from Cape Mesurado, Africa, from whence she sailed on the 13th February.

I sailed from the Chesapeake on the 30th November, 1826, for Mesurado, agreeably to an order of the 3d inst. from the Hon. Secretary of the Navy, and arrived there on the 12th January. I communicated immediately with Mr. Ashmun, the acting agent, and found the colony to be in perfect security. After taking in water I received Mr. Ashmun on board and proceeded to leeward as far as Trade Town, for the purpose of settling a misunderstanding that existed between the people of that place and the American settlements, which was amicably adjusted.

Having heard that a slaver had landed a cargo at Little Bassa, about 40 miles from Mesurado, I proceeded to that place on the 29th January; while off there gave chase to a small schooner, which, after a run of 10 hours, I overhauled; she proved to be the slaver, was under French colors, and armed with one brass pivot gun, and a crew of 17 Frenchmen. Her papers not appearing very regular I detained her during the night in order to examine her more minutely. At daylight next morning fell in with a French brig-of-war, who took possession of the schooner and sent her to Goree. No other slaver has been on that part of the coast, extending from Cape Mount to Trade Town, for a long time. The piratical brig that robbed the American vessel in Mesurado roads, in August last, was captured in December by an English cruiser. From all that I could learn while on the coast, it appears that the slave trade is nearly extinct, at least on that part of the coast between Cape Mount and Trade Town. It gives me pleasure to state that the colony is in a very flourishing condition, the people contented and healthy, and the neighboring tribes friendly.

I have the honor to be, your obedient servant,
(Signed)

OTHO NORRIS.

To COM. CHARLES RIDGELY, *commanding U. S. Naval Forces in the West Indies, Gulf of Mexico, &c.*

D.

J. Ashmun to the Secretary of the Navy.

CAPE MESURADO, *February 10, 1827.*

Sir: I have the honor to acknowledge the receipt, by the U. S. schooner Shark, of letters from the Navy Department, of the 10th and 15th of August, 1826, addressed to Dr. Peaco, and one of the 4th November to myself. Three long twelve-pound guns, with their carriages and fixtures complete, and a quantity of ammunition, all receipted for to Mr. Norris, have also been delivered to us in good order from the same vessel.

Of the communications hereby acknowledged, that of the 10th of August seems to demand of me a few explanatory remarks, in order to present in a clearer light, if not to justify, certain parts of my conduct, to which that letter particularly relates, as having led to the liberation and removal to this place of 173 Africans, found in different slaving establishments in the neighborhood, which, for reasons formerly stated at length, it became necessary, in my judgment, to break up.

These Africans, thrown upon my hands in consequence of events which it may not be necessary here to recapitulate, were, at the date of my letters, without protection or the means of subsistence. It was my impression at the time that the benevolent provisions of the act of Congress of March 3d, 1819, might, by a liberal but just construction, be extended to these unfortunate beings. The first act, therefore, in relation to them, for which, as the U. S. agent, I consider myself accountable, was the placing them on

this provision until the determination of the Executive in regard to their right to it should have been formed and signified to me; and in order to enable the Executive properly to estimate their claims to the protection and aid for which their situation so strongly appealed to the best feelings of humanity, I gave, in my several communications from the 14th October to the 8th December, 1825, inclusive, an exact and circumstantial narrative of all the events concerned in placing them in that situation.

This narrative appears to me plainly to show that the agent of the colony of Liberia, acting for the defence, safety, and welfare of the little community over which he presided, and within the laws of nations and of nature, being assisted by the forces of that colony, and at its expense, had effected the liberation of these people, and offered them for acceptance at the agency for recaptured Africans. And at this period and stage of the transactions, your agent, as already observed, fixes the date of his own responsibility.

In exact accordance with this view of the proper line of conduct to be observed by the U. S. agent, was the part I acted in the liberation and ulterior disposal of the fifty-three slaves who fell into my hands at Trade Town, on the 13th and 14th of April, 1826. Having brought them to Mesurado on the 17th of April, 1826, I found myself relieved of the responsibility of placing them on the funds of the agency by the presence of Dr. Peaco, the U. S. agent, then very recently arrived from America. As agent of the Colonization Society, for their colony, in which capacity I had acted in effecting their liberation, I offered them to the acceptance of the U. S. agent and they were received. Dr. Peaco's responsibility in relation to these fifty-three persons surely could not have commenced previously to his signature of the receipt which took them out of the hands of the colonial agent and placed them on the provisions made for recaptured Africans. But this act was subsequent to and independent of all those transactions which had led to their liberation.

And, were not the three preceding cases, in everything affecting the responsibility of the United States agent, exactly similar? And if it is apparent that Dr. Peaco's responsibility in relation to the Trade Town Africans began when he admitted them to the asylum for recaptured Africans, and is limited to that act and its consequences, do I ask anything unreasonable, or of doubtful justice, when I request that my own responsibility in relation to the Poor river and St. Paul's Africans may be limited and estimated by the same rule?

That this was the view in which I constantly acted, is further evident from another circumstance, which appears not to have sufficiently explained itself in my letters to the Department; I refer to my omission to report to it, in detail, the circumstances of the Trade Town expedition. Having acted in the capacity of colonial agent in that affair, my report was, of consequence, addressed to the board of direction of the colony, who had a right to require it. Had Dr. Peaco required any exposition of those transactions, tending to show under what circumstances the fifty-three Africans came to be offered to his acceptance, as a document which he might transmit to his government in justification of his act in receiving them at the agency, it would most cheerfully have been furnished him; and, if hereafter required by him, it shall still be furnished.

Should the Executive concur in this view of the transactions preceding the admission of these persons to the agency, the only questionable part of my own and Dr. Peaco's official conduct would be that of unfortunately erring in our judgment as to the right of the one hundred and seventy-three Africans, liberated since the 14th, inclusive, of October last, to the provision of the act of Congress of March 3, 1819. But such, in my opinion, was the strength of the palliating, and even justifying inducements to commit this error, which the circumstances of the Africans presented, that should it involve me in any pecuniary loss whatever, I shall apply, so far as I am concerned, to the equity of Congress for relief.

The preceding statement exhibits that simple view of my conduct, as agent for recaptured Africans, by which I desire to have it judged.

There are two other instances of my conduct as United States agent somewhat implicated in those transactions, the mention of which I have reserved to this place, and which, I trust, will not be regarded as affecting materially the view already submitted.

Two of the liberated Africans were, in the latter part of October, 1825, seduced from the agency, and resold to Millot and Poussin, at Mammas, on the St. Paul's. These persons I demanded formally and repeatedly, and they were as peremptorily and often refused to be delivered up. On the 8th of December I therefore, as United States agent, retook them by force.

In the month of December, 1825, and January, 1826, from five to eight of the liberated Africans were resold, and detained under exactly parallel circumstances, by a Spanish slaver, (whose vessel has since been condemned at Gorce, as a pirate, for acts committed at the very same time, this act of kidnapping and detaining the Africans making one of those charges,) after being several times exactly identified and demanded. Two of them I also retook by force, on the 13th and 14th of April. The others had been conveyed beyond my reach. These two acts were contemporaneous, and certainly otherwise very closely united with other acts, for the performance of which I derived my authority, not from the instructions of the Government of the United States, but from my situation as agent of the Colonization Society for the colony of Liberia; but they were acts to which I regard myself impelled, in order to a faithful discharge of the trust reposed in me, as agent of the United States for recaptured Africans.

In obedience to your instructions, contained in the same letter of the 10th of August, I have discharged from the agency the whole number of Africans liberated since the month of October, inclusive, 1825.

In discharging this duty, it affords me some satisfaction that I am able to state that, since their connection with the agency commenced, they have been under a system of discipline and instruction which cannot fail to prove to many of them substantially and permanently beneficial. Sixty of the adults have been within that time married, and are realizing the advantages of that institution, as recognized by Christians. Sixty of the children (thirty-five boys and twenty-five girls) have been for six months at an excellent school, and are apprenticed in the same number of the most respectable families of the colony.

The adults form a settlement by themselves, four miles above Monroe, on a tract of excellent land devoted by the colony to persons in their situation, and to the recaptured Africans as they come to be settled within its limits and adopt the usages of civilized life. The union of these people with the American colonists seems to be too strongly cemented ever to be dissolved; and the habits of regular industry to which they have been so many months in constant training, it is hoped, will furnish them with the necessities, and ultimately with the comforts of life.

All the recaptured Africans sent to this country by the Government of the United States have passed out of the agency, and now sustain the character of colonists, and either actually possess the same quantity of lands and civil rights enjoyed by emigrants from the United States, or are in a state of apprenticeship to colonists, with the same rights and grant of lands in reversion at the expiration of their respective terms.

It has been deemed expedient to construct at Thompson Town no more houses, after the present time, for the reception of recaptured Africans or their agents, and to transfer two of the large frames prepared for that town to the tract of lands already mentioned as permanently appropriated to the agency, situated on the Stockton creek, four miles above Monroe, and three below Caldwell, the two principal settlements of the American colony. The accompanying engraved map will indicate this position. These lands extend half a mile along the southeast bank of the Stockton, and two miles back, and are not exceeded in fertility, or susceptibility of easy cultivation, by any in the colony.

A spacious and well-finished house, of two stories, is erected on the site designated for the village, for the residence of the superintendent or an agent, together with two ranges, of a single story, for the Africans. To these last are now adding the frames originally intended for Thompson Town, all of which together will furnish ample accommodations for 140 to 160 Africans. The people expected from the United States are to be provided with neat log cabins. The whole of these buildings I shall endeavor either to have completed, or in a state of great forwardness, before quitting the coast, on my intended visit in the spring ensuing to the United States.

The construction of these houses, together with the services of a laboring nature, require the constant employment of a large number of native laborers, which, although singly exceedingly moderate, will, in the aggregate prove a charge on the agency of a considerable amount. But I consider it as one that cannot be dispensed with without discontinuing the buildings.

The liberated Africans being discharged from the agency, the services of Anthony D. Williams, in the capacity of their superintendent, can no longer, I am sensible, remain a charge on the United States. But his services as superintendent of the common laborers employed on the buildings and improvements going forward in the new African town are, in my opinion, absolutely necessary. And the propriety of employing him in this service is heightened by the circumstance that all these laborers are selected from the liberated Africans lately discharged from his care as superintendent of recaptured Africans. These people can be better managed, and made much more useful under his direction, than that of any other person in my power to select. This arrangement I conceive to be necessary to keep up, at least during Dr. Peasco's absence.

In the accompanying abstract of the accounts of the agency, from August 10, 1826, I beg leave to explain—

That the schooners, having been framed and sent out, with their sails, equipments, &c., from the United States, by the government, I have supposed were intended to be completed and sailed, for the use and at the expense of the agency.

That the public buildings and fortifications, in the uses and advantages of which the agency directly participates, may also be placed among the objects on which some expense may be incurred on account of the agency, and that, owing to the nature, design, and place of the agency, a large scope of incidental expenses is obliged to be admitted.

One of the two schooners, sent out in frames from the United States, has been completed, and in service since the month of November last. The other, owing to the death of the master boat builder, advances very slowly, and will not be afloat for several months to come. The former, called the Catharine, carries a brass 6-pound gun, on a revolving frame, besides small arms, and proves a formidable means of protection against the little pirates of the coast, besides its utility in transporting rice and other commodities, useful to the agency and settlements, from distant places, and uniting the whole chain of our establishments, situated on the seaboard, into one.

In closing my letter, by this conveyance, it is due to the zeal of Lieut. Norris to acknowledge the important service rendered to the establishment by the vessel under that gentleman's command. I have also to state my determination to return to the United States by the very first opportunity which shall offer after the sailing of the Shark. The state of the agency and settlement, generally, is at present particularly favorable to the accomplishment of this intention. I expect to arrive in Washington early in June.

Dr. George P. Todson, United States agent, to the Secretary of the Navy.

MESURADO, August 29, 1827.

By the schooner Eclipse, which is expected to leave Mesurado this evening for Philadelphia, I have the honor to announce the safe arrival at Mesurado, on the 21st instant, of all the liberated Africans transported in the ship Norfolk, with the exception of three, (two adults and one child,) one afflicted with pulmonary consumption, another with palsy, the child with cholera infantum; all in a hopeless state before the departure of the ship from Savannah; they died on the passage. The others, in number 143, of whom two were born on board of the Norfolk, have all, excepting three, been delivered to Mr. Ashmun; and arrangements have been made, as will be seen from the enclosed copy, to place them for one year in families among the colonists, who are to furnish them with clothing and subsistence, and in some cases with a small compensation for their services; at the expiration of that time they are to receive land, and to be placed in a situation that may enable them to provide for their own future support.

By the charter party it is stipulated that the owners of the Norfolk shall land all the public property at Mesurado; but, in order to overcome the numerous obstacles and dangers which the unfavorable season and the shores of the Mesurado present to the landing of even small boats, and to accelerate and afford greater safety to the landing of the public property, and to prevent the expense of demurrage to the United States, it has been thought advisable to employ, on the part of the agency, some of the natives known here by the appellation of Crowmen, who possess considerable skill in that business. The expense, it is agreed on by Capt Harding, of the Norfolk, and by the agent, Mr. Ashmun, and myself, shall be equally divided between and defrayed by the owners of the vessel and the United States. Every exertion is made, and will be continued on the part of the agency, to place the public property in the safest, the least expensive, and the most speedy manner, on shore; and it is hoped that, with a strict adherence to the arrangement on the part of the captain, the whole of the public property in ten days more will be

landed. It is, however, apprehended that the property shipped by the owners and the captain of the Norfolk, and intended to be disposed of at Mesurado, will cause some delay to the departure of the vessel, and that her return to the United States will be much later than is expected, in consequence of the considerable detention that vessels stopping at the Cape de Verde Islands to take in a cargo of salt, (as is the intention of Captain H.,) are said at this season of the year to experience. When I arrived, Mr. Ashmun was severely afflicted with a catarrhal affection, from which, however, I am happy to state, he is now recovering. From the propriety of the conduct of the liberated Africans while on board, and since their arrival here, I regard their arrival as one of the most fortunate events to themselves and the colony, and one that has already produced the strongest proof how sensible these liberated Africans are of the benefits conferred upon them by the Government of the United States, in breaking their chains and placing them on the shores of their native country, with the blessings of liberty and civilization. Numerous applications for my professional services have been made since my arrival by colonists, as well as by Africans formerly transported. Here and at Stockton, at six miles from Monrovia, I have seen a great number of patients in the most deplorable state, for want of medical and surgical assistance, most of which are chronic affections. Impressed with a belief that this season, however dreaded by the natives and colonists, presents much less danger to passengers arriving from the United States or Europe than the dry season, I have taken great interest and pleasure in endeavoring to be useful to the sick, and the continuance of my own health, and the convalescence of those who placed themselves under my care, have not given me cause to regret what has been repeatedly called great imprudence, viz: visiting at all times those who desired and required my services. Four of the liberated Africans have been constantly employed by the captain, and done ship's duty during the voyage. They have received no compensation excepting a greater allowance of water and provisions, approaching to that of the ship.

Terms on which the recaptured Africans will be placed in the families of colonists, and at service in Monroe and Caldwell.

Class 1. Laboring men having wives, and not mechanics. Man and wife not to be separated; comfortable and sufficient provisions to be found them; quarters to be provided them, dry, and capable of being kept perfectly clean, and they are to receive, as their wants require it, a sufficient supply of decent clothing, suited to the climate and to their employments; one month's provision shall be furnished them, also the materials for one cheap suit of clothing, at the public charge, and no more. Terms of contracting their services on the above conditions: Twelve calendar months' wages for the pair: seven bars of good assorted merchandise, or three and a half dollars in merchantable country produce per month; one-fourth part monthly, three-fourths at the year's end.

Class 2. Mechanics. The above terms and conditions all to hold, except wages, which are to be \$8 per month.

Class 3. Laboring single men. The same terms as the preceding classes, except wages, which are \$2.50 per month.

Class 4. Laboring single women, above eighteen years of age. The same terms, &c., except wages, which are to be \$1 per month.

Class 5. Single girls under eighteen. Same terms, except that the first month is a period of probation; the term of service shall be until eighteen years of age, and no pecuniary compensation allowed; but the girls shall be caused to attend Sunday school and divine worship on Sundays, and treated with the tenderness and care of members of the families they are connected with.

Class 6. Boys not grown. Same terms as the preceding; term of service, say three years, or until twenty-one years of age.

General additions to the preceding.

No recaptured Africans, engaged on the terms above specified, are to be sent into the country to sit down, for trade or other purposes, unless, or longer than, attended by their guardians; nor are they to be permitted to straggle off, and waste their time in idleness among the country people, without suitable means to recover them.

Expenditures under the appropriation for the prohibition of the slave trade, in accounts settled between January 1 and November 24, 1827

Date of settlement.	Account settled.	To whom paid.	Purposes.	Total.
1827.				
Jan. 25...	J. E. Winn, late special agent	Sundries	Rope, duck, cable, guns, repairs on schooner Augusta, provisions, tobacco, charter of a schooner, pay of the Augusta's crew, making clothes, burying dead, &c.	\$3,348 60
March 14...	J. W. Peaco, special agent	J. W. Peaco	Salary from January 1, 1826, to February 28, 1827, at \$1,600.	\$1,866 67
		J. W. Peaco	Expenses on extra service at Sierra Leone	301 11
		Sundries	Outfit to Africa	500 00
			Provisions, powder, cutlasses, iron, steel, beads, pipes, labor, &c.	5,505 87
April 19...	J. Nicholson, marshal E. Dist. La.		Bounty, subsistence, clothing, medicine, &c., for fifteen Africans, illegally brought into the port of New Orleans on board of the schooner Felt's Point, on July 1, 1825.	8,172 65
June 30...	J. M. Berrien, proc. for J. Jackson.		Bounty on one hundred and fifty Africans imported in the Ramirez, at \$25	5,412 22
July 12...	W. Loyall, dep. marshal, Norfolk.		Maintenance, &c., of twelve Africans, (from March 17 to May 4, 1827), imported into New Orleans, and brought to Norfolk for transportation to Africa	3,750 00
July 12...	Nathaniel Currier, jailor, Norfolk		Jail fees for six Africans brought from New Orleans to Norfolk, for transportation to Africa	251 40
July 16...	J. Beatty, navy agent	Sweetser & Co.	Pipes	71 04
July 25...	John Hodges	Gusse and Korkhoan	Medicine and attendance at Fort Norfolk on Africans sent from New Orleans to Norfolk, for transportation to Africa.	33 33
Aug. 1...	G. Harrison, naval agent	Brown and Lewis	Beads	33 33
		Frederick Brown.	Sheeting	70 39
			Medicine	292 26
			Collecting and embarking one hundred and thirty-four Africans on board of the transport ship Norfolk for Africa, July, 1827.	145 19
Sept. 12...	J. H. Morel, marshal, Geo.		Services as clerk to the African agency, from April 13 to June 25, 1827, at \$25 per month.	625 00
Sept. 22...	Samuel Peaco, Jr.		Traveling expenses from Annapolis to Norfolk	40 35
			Boards, nails, locks, anchors, canvas, cooking utensils, earthenware, hospital stores, provisions, tobacco, stationery, board of Africans, and transportation, &c.	100 35
Oct. 4...	M. King, navy agent	Sundries	Salary from January 1 to March 21, 1826, at \$1,500 per annum, and from March 22, 1826, to October 31, 1827, at \$1,200 per annum	3,856 50
Nov. 3...	Jehudi Ashmun, agent	Sundries	Provisions, tobacco, clothing, carpenters' work, powder, tools, trade goods, lumber, boilers, kettles, candles, soap, labor, &c.	\$,270 83
			Advances to debit of J. W. Peaco.	12,282 82
			Advances to debit of James Laurie	
			Advances to debit of George P. Tolson	
			Advances to debit of Frederick Lewis	
			Advances to debit of J. B. Winn	
			Advances to debit of Samuel Bacon	
				<u>\$4,982 97</u>
				<u>\$40,458 58</u>

Expenditures by Richard Dashiell, lieutenant commanding, and by Midshipman Richard R. McMullin, successor in the command of the schooner Augusta, and in settlement of their accounts, and carried to the debit of pay and contingent expenses, viz:

Paid officers and crew of the schooner Augusta, between the 21st of March and 3d of November, 1823	\$1,850 94
Paid board and lodging, nursing, medicine, &c., for sick; cabin furniture; premium for recruiting; passage of two officers to the United States, and traveling expenses	495 25
	<u>\$2,346 19</u>

Estimate of the sum required for the support of the agency on the coast of Africa, and the prohibition of the slave trade.

For the salaries of the principal and assistant agents	\$2,800
For the medicines and hospital stores	500
For the lumber and other materials to complete the buildings	1,000
For the incidental expenses connected with the agency	5,700
	<u>\$10,000</u>
To provide for any captures which may be made during the year	<u>\$30,000</u>
	<u>\$40,000</u>

E.

NAVY COMMISSIONERS' OFFICE, November 15, 1827.

SIR: The Commissioners of the Navy have the honor to enclose herewith, in compliance with your directions, an estimate for the expenses of the navy for the year 1828, marked A, together with statements explanatory thereof, marked B, C, D, E, F, and G, and an estimate for the expenses of this office for the ensuing year, marked H.

The 8th item of the general estimate, of one hundred and five thousand dollars, will be required to complete the improvements and repairs at the several navy yards, agreeably to the estimate transmitted from this office on the 9th November, 1826, as explained in the paper marked H, which accompanied that estimate, and to which the Commissioners respectfully refer you.

When the commissioners appointed for the improvement, &c., of navy yards, under the act of the last Congress for the gradual improvement of the navy, shall have made their report, a further estimate in detail will accordingly be prepared and submitted. The Commissioners would respectfully recommend that the several balances which may remain on the books of the Treasury on the 1st day of January, 1828, to the credit of the enumerated contingent funds, prior to that date, may be carried to the credit of that fund for the year 1828, to which all claims chargeable thereto may be charged, whether arising during the year 1828 or not. All of which is respectfully submitted.

I have the honor to be, with great respect, sir, your most obedient servant.

HON. SAMUEL L. SOUTHWARD, *Secretary of the Navy.*

A.

General estimate.

There will be required for the navy, during the year 1828, three millions forty-three thousand six hundred and ninety-seven dollars and seventy-five cents, in addition to the unexpended balances that may remain on hand on the 1st January, 1828.

1. For pay and subsistence of officers, and pay of seamen, other than those at navy yards, shore stations, and in ordinary	\$1,176,213 00
2. For pay, subsistence, and allowances of officers, and pay of seamen at navy yards, shore stations, hospitals, and in ordinary	185,032 35
3. For pay of superintendents, naval constructor, and all the civil establishment at the several navy yards and stations	59,102 50
4. For provisions	505,000 00
5. For repairs of vessels in ordinary, and for the wear and tear of vessels in commission	475,000 00
6. For medicines, surgical instruments, and hospital stores	27,000 00
7. For ordnance and ordnance stores	50,000 00
8. For repairs and improvements of navy yards	105,000 00
9. For arrearages prior to 1st January, 1828	15,000 00
10. For completing the construction and equipment of the sloops-of-war authorized by act of Congress of 3d March, 1825	201,350 00
11. For defraying the expenses which may accrue during the year 1828, for the following purposes, viz: for freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; for traveling expenses of officers, and transportation of seamen; house rent, chamber money, and fuel and	

candles, to officers, other than those attached to navy yards and shore stations, and for officers in sick quarters where there is no hospital; for commissions, clerk hire, office rent, stationery and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation of judge advocates; for per diem allowances to persons attending courts-martial and courts of inquiry, and to officers engaged on extra service beyond the limits of their stations; for printing and for stationery of every description; for books, maps, charts, nautical and mathematical instruments, chronometers, models, and drawings; for purchase and repair of steam and fire engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage; for cabin furniture of vessels in commission; for taxes on navy yards and public property; for assistance rendered to public vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil and fuel, for vessels in commission and in ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built; and for no other object or purpose whatever \$240,000 00

12. For contingent expenses for objects arising in the year 1828, and not herein enumerated 5,000 00

\$3,043,697 75

B.

Estimate of the pay and subsistence of all persons of the navy, attached to vessels in commission for the year 1828.

Number of each class	Ships of the line.	Frigates.		Sloops.		Schooners.	Total each grade.	Amount of pay and subsistence.
		First class.	Second class.	First class.	Second class.			
Captains	2	4	2	1	...	9	9	\$20,290 00
Masters commandant	...	...	...	8	3	11	11	12,938 75
Lieutenants commanding	...	...	...	...	4	4	4	3,860 00
Lieutenants	10	24	10	36	12	104	104	78,390 00
Masters	2	4	2	9	3	20	20	13,250 00
Pursers	1	4	2	9	3	23	23	15,237 50
Surgeons	1	4	2	9	3	19	19	14,867 50
Surgeons' mates	4	8	4	9	3	32	32	18,987 50
Chaplains	1	4	2	...	...	7	7	4,637 50
Midshipmen	34	96	40	108	30	324	324	73,872 00
Secretaries	1	3	...	...	...	4	4	4,000 00
Schoolmasters	1	4	2	9	...	16	16	6,260 00
Clerks	1	4	2	9	3	23	23	6,900 00
Boatswains	1	4	2	9	3	19	19	6,293 75
Gunners	1	4	2	9	3	23	23	7,618 75
Carpenters	1	4	2	9	3	19	19	6,293 75
Sailmakers	1	4	2	9	3	19	19	6,293 75
Boatswains' mates	6	12	6	18	6	56	56	12,768 00
Gunners' mates	3	8	4	9	3	27	27	6,156 00
Carpenters' mates	3	8	4	9	3	31	31	7,068 00
Sailmakers' mates	2	4	2	9	...	21	21	4,788 00
Quartermasters	12	36	18	45	12	139	139	30,024 00
Quartergunners	20	48	20	54	18	172	172	37,152 00
Yeomen	3	12	6	27	9	61	61	13,176 00
Captains' stewards	1	4	2	9	3	23	23	4,968 00
Captains' cooks	1	4	2	9	3	19	19	4,104 00
Coopers	1	4	2	9	3	19	19	4,104 00
Armorer	1	4	2	9	3	19	19	4,104 00
Armorer's mates	2	1	1	...	4	8	8	1,440 00
Masters-at-arms	1	4	2	9	3	19	19	4,104 00
Ships' corporals	4	8	4	...	...	16	16	2,688 00
Cooks	1	4	2	9	3	23	23	4,968 00
Masters of the bands	1	4	2	...	...	7	7	1,512 00
Musicians, 1st class	6	16	6	...	...	28	28	4,032 00
Musicians, 2d class	5	12	4	...	...	21	21	2,520 00
Seamen	280	600	240	540	150	1,866	1,866	268,704 00
Ordinary seamen	260	680	260	450	120	40	40	217,200 00
Boys	40	60	20	90	30	17	257	18,504 00
Total	...	...	...	...	...	5,318	5,318	\$954,074 75

C.

Estimate of the pay and rations, and all other allowances of officers and all others, at the navy yards and stations, for the year 1828.

PORTSMOUTH, N. H.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	40	3	.....	20	20	1	.....	1,081 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Midshipmen	2	19	1	.....	.....	.....	.....	.....	638 50
Boatswain	1	20	2	.....	12	9	.....	1	651 75
Gunner	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$12,401 00
<i>Ordinary.</i>									
* Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	\$319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$2,527 75
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to commandant, to do duty as clerk to master builder...	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$5,400 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$20,378 75

BOSTON.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	.....	40	20	2	.....	1,710 75
Lieutenant	1	40	3	.....	20	20	1	.....	1,081 00
Lieutenant	1	40	3	.....	.....	.....	.....	.....	753 75
Master	1	40	2	.....	20	12	1	.....	941 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	50	2	.....	20	20	1	.....	1,109 75
Surgeon's mate	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$16,257 50
<i>Ordinary.</i>									
Lieutenant	1	40	3	.....	.....	.....	.....	.....	\$753 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	.....	12	9	.....	1	651 75
* Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$11,492 50

* To attend particularly to vessels in ordinary, to caulk, &c.

C.—*Estimate of pay and rations—Continued.*

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Hospital.</i>									
Surgeon	1	\$50	2	\$200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,600 00
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	.....	.....	.....	.....	.....	.....	.....	300 00
									\$8,080 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$39,430 00

NEW YORK.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	40	3	200	20	20	1	.....	1,281 00
Lieutenant	1	40	3	.....	.....	.....	.....	.....	753 75
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Teacher of mathematics	1	40	2	90	12	9	.....	1	981 75
Teacher of languages	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$17,910 00
<i>Ordinary.</i>									
Lieutenant	1	40	3	.....	.....	.....	.....	.....	\$753 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
* Carpenter	1	20	2	90	12	9	.....	1	741 75
Carpenters' mates	2	19	1	.....	.....	.....	.....	.....	638 50
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 05
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$11,901 75
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,600 00

* To attend particularly to vessels in ordinary, to caulk, &c.

C.—*Estimate of pay and rations—Continued.*

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	\$30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,080 00
Total									\$41,491 75

PHILADELPHIA.

<i>Yard.</i>									
Captain	1	\$100	16	\$600	65	30	3	.....	\$4,066 75
Master commandant	1	60	5	300	40	20	2	.....	2,010 75
Lieutenant	1	40	3	200	20	20	1	.....	1,281 00
Lieutenant	1	40	3	.....	.....	.....	.....	.....	753 75
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$14,638 00
<i>Ordinary.</i>									
* Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	\$319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$2,527 75
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	10	1	.....	.....	.....	.....	.....	211 25
									\$3,576 00
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	25	.....	.....	.....	.....	.....	.....	300 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	700 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,150 00
Total									\$26,891 75

* To attend particularly to vessels in ordinary, to caulk, &c.

C.—*Estimate of pay and rations*—Continued.

WASHINGTON.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	75	6	.....	40	20	2	.....	1,982 00
Lieutenant	1	40	3	.....	20	20	1	.....	1,081 00
Master	1	40	2	.....	20	12	1	.....	941 75
Master in charge of ordnance ..	1	40	2	.....	.....	.....	.....	.....	662 50
Master keeper of magazine	1	40	2	.....	.....	.....	.....	.....	662 50
Chaplain	1	40	2	\$250	12	9	.....	1	1,141 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner as laboratory officer ..	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$12,870 75
<i>Ordinary.</i>									
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	\$319 25
* Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	6	12	1	.....	.....	.....	.....	.....	1,411 50
Ordinary seamen	8	10	1	.....	.....	.....	.....	.....	1,690 00
									\$3,740 00
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurse	1	10	1	.....	.....	.....	.....	.....	211 25
Washer	1	8	1	.....	.....	.....	.....	.....	187 25
Cook	1	10	1	.....	.....	.....	.....	.....	211 25
									\$3,177 50
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	1,000 00
Clerk to commandant	1	40	.....	.....	.....	.....	.....	.....	480 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	35	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Master chain cable and caboosc maker ..	1	.....	.....	.....	.....	.....	.....	.....	1,500 00
Machinist	1	.....	.....	.....	.....	.....	.....	.....	600 00
Engineer	1	.....	.....	.....	.....	.....	.....	.....	782 50
Assistant master builder	1	.....	.....	.....	.....	.....	.....	.....	1,500 00
Master plumber	1	.....	.....	.....	.....	.....	.....	.....	1,200 00
Porter ..	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$14,032 50
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$33,820 75

NORFOLK.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	40	3	200	20	20	1	.....	1,281 00
Lieutenant	1	40	3	.....	.....	.....	.....	.....	753 75
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Teacher of mathematics	1	40	2	90	12	9	.....	1	981 75

* To attend particularly to vessels in ordinary, to caulk, &c.

C.—*Estimate of pay and rations—Continued.*

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cards of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
Midshipmen	4	\$19	1	.....	.....	.....	.....	.....	\$1,277 00
Boatswain	1	20	2	\$90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$17,910 00
<i>Ordinary.</i>									
Lieutenant	1	40	3	.....	.....	.....	.....	.....	\$753 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
* Carpenter	1	20	2	90	12	9	.....	1	741 75
* Carpenter's mate	2	19	1	.....	.....	.....	.....	.....	638 50
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$11,901 75
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,600 00
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	35	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Keeper of magazine	1	.....	.....	.....	.....	.....	.....	.....	480 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,260 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$41,671 75

PENSACOLA.

<i>Yard.</i>									
Captain	1	\$100	16	\$600	65	30	3	.....	\$4,066 75
Master commandant	1	60	5	300	40	20	2	.....	2,010 75
Lieutenant	1	40	3	200	20	20	1	.....	1,281 00
Lieutenant	1	40	3	.....	.....	.....	.....	.....	753 75
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	957 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Midshipmen	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$11,863 25
<i>Ordinary.</i>									
Carpenter	1	20	2	90	12	9	.....	1	\$741 75
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$3,269 50

* To attend particularly to vessels in ordinary, to caulk, &c.

C.—*Estimate of pay and rations—Continued.*

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Hospital.</i>									
Surgeon	1	\$50	2	\$200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,600 00
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	25	.....	.....	.....	.....	.....	.....	300 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,100 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$24,832 75
BALTIMORE.									
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	40	2	.....	.....	.....	.....	.....	753 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Purser	1	40	2	.....	.....	.....	.....	.....	662 50
									\$5,762 75
CHARLESTON, S. C.									
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	40	3	.....	.....	.....	.....	.....	753 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Purser	1	40	2	.....	.....	.....	.....	.....	662 50
									\$5,762 75
SACKETT'S HARBOR.									
Master	1	\$40	2	\$200	20	12	1	.....	\$1,141 75

Recapitulation—composing the second and third items of general estimate.

	Second item. Naval.	Second item. Ordinary.	Second item. Hospital.	Third item. Civil.	Aggregate.
Portsmouth, N. H.	\$12,401 00	\$2,527 75	.....	\$5,400 00	\$20,328 75
Boston	16,257 50	11,492 50	\$3,600 00	8,080 00	29,430 00
New York	17,910 00	11,901 75	3,600 00	8,080 00	41,491 75
Philadelphia	14,638 00	2,527 75	3,576 00	6,150 00	26,891 75
Washington	12,870 75	3,740 00	3,177 50	14,032 50	33,820 75
Norfolk	17,910 00	11,901 75	3,600 00	8,260 00	41,671 75
Pensacola	11,863 25	3,269 50	3,300 00	6,100 00	24,832 75
Baltimore	5,762 75	.....	.....	.....	5,762 75
Charleston	5,762 75	.....	.....	.....	5,762 75
Sackett's Harbor	1,141 75	.....	.....	.....	1,141 75
Naval constructor .....	.....	.....	.....	3,000 00	3,000 00
Total	\$116,517 75	\$47,361 00	\$21,153 50	\$59,102 50	\$244,134 75

Papers B, D, E, and F compose the first item of general estimate.
 The naval, ordinary, and hospital estimates, on paper C, make the second item.
 And the civil estimate, on paper C, the third item.
 Paper C explains the fourth item.

D.

RECEIVING VESSELS.

Estimate of the number, pay, &c., of officers, &c., required for five receiving vessels, for the year 1828, a part of the first item of general estimate.

[illegible]

Ordnance service.

One captain.....	\$1,930
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E.

RECRUITING STATIONS.

Estimate of the pay, &c., of officers attached to recruiting stations, for the year 1828, a part of the first item of the general estimate.

[illegible]

F.

Exhibit of the officers, &c., awaiting orders and on furlough—part of first item.

[illegible]

G.

Estimate for provisions required for the year 1828.

To vessels in commission, persons	5,033
Mariners on board	749
Receiving vessels.....	82
	5,864
At one ration per day, is 2,140,360 rations, estimated at 25 cents each, is.....	\$535,000 00
From which may be deducted, as a balance will probably remain on hand the present year, this sum	30,000 00
Total	\$505,000 00

Copy of a letter from Lieut. Colonel Archibald Henderson to the Secretary of the Navy, dated—

HEAD-QUARTERS OF THE MARINE CORPS, Washington, September 26, 1827.

I transmit to the Department the annual estimate of the marine corps for the year 1828.

The arms of the corps, from long use, are entirely worn out. It has therefore been deemed necessary to include in the estimate the sum of twenty-one thousand dollars for the purchase of fifteen hundred stand of arms.

On a recent visit to fortress Monroe, I made particular inquiries in relation to the utility and efficiency of Hall's rifle, and of its being particularly useful to the soldiers of the marine corps, on the various services on which they were employed. I had the most satisfactory assurance that this description of arms has a decided advantage over the musket, which has been heretofore used.

The principal objection to this rifle has been entirely done away, by a full experiment at that fortress.

It has been fired several thousand times, and not the slightest disorder or difficulty was experienced, though the discharge was as rapid as any service could require.

The price of each stand of arms is fixed at 14 dollars; the cost of this rifle.

I transmit with the estimates letters from the quarter and paymaster.

Copy of a letter from Lieutenant E. J. Weed, quartermaster of the marine corps, to Lieutenant Colonel Archibald Henderson, dated—

HEAD-QUARTERS OF THE MARINE CORPS, QUARTERMASTER'S OFFICE, }
Washington City, September 24, 1827. }

I have the honor to submit, herewith, an estimate of appropriation required for the quartermaster's department of the marine corps, for the year 1828.

The 3,098 dollars for arrearages for fuel, is rendered necessary, in consequence of this amount having been deducted from the estimate for the present year.

Twenty-one thousand dollars is required for re-arming the corps; the arms now in use having become entirely unfit for service, and unworthy of repair.

Copy of a letter from Captain Joseph L. Kuhn, paymaster of the marine corps, to Lieutenant Colonel Henderson, dated—

PAYMASTER'S OFFICE, Marine Corps, Navy Department, September 22, 1827.

You will herewith receive an estimate for the pay of officers, non-commissioned officers, musicians and privates, and for the subsistence of officers of the United States marine corps, for the year 1828.

Estimate of pay for officers, non-commissioned officers, musicians and privates, and subsistence for the officers of the United States marine corps, for the year 1828.

PAY.

One lieutenant colonel commandant, at \$75 per month.....	\$900 00
Four lieutenant colonels, at \$60 per month.....	2,880 00
One paymaster, at \$50 per month.....	600 00
One quartermaster, at \$60 per month.....	720 00
Four captains, at \$40 per month.....	1,920 00
Twenty-three first lieutenants, at \$30 per month.....	8,280 00
Sixteen second lieutenants, at \$25 per month.....	4,800 00
One surgeon, at \$50 per month.....	600 00
One surgeon's mate, at \$40 per month.....	480 00
One sergeant major, at \$10 per month.....	120 00
One quartermaster sergeant, at \$10 per month.....	120 00
One drum major, at \$9 per month.....	108 00
One fife major, at \$9 per month.....	108 00
Seventy-one sergeants, at \$9 per month.....	7,668 00
Seventy-three corporals, at \$8 per month.....	7,008 00
Twenty drummers, at \$7 per month.....	1,680 00
Twenty fifers, at \$7 per month.....	1,680 00
Seven hundred and fifty privates, at \$6 per month.....	54,000 00
Extra pay to the adjutant and inspector, at \$30 per month.....	360 00
Extra pay to three lieutenant colonels, from 3d March, 1827, to 31st December 1828, at \$20 per month, \$198.33 each (not before appropriated for 1827)	594 99
	\$94,626 99

SUBSISTENCE.

One lieutenant colonel, at six rations, and six as commandant, 4,380 rations, at 20 cents each.....	\$876 00	
Four lieutenant colonels, at five rations per day, is 7,300, at 20 cents.....	1,460 00	
One paymaster, at four rations per day, is 1,460, at 20 cents.....	292 00	
One quartermaster, at four rations per day, is 1,460, at 20 cents.....	292 00	
Four captains, at three rations per day, is 4,380, at 20 cents.....	876 00	
Twenty-three first lieutenants, at four rations per day, is 33,580, at 20 cents..	6,716 00	
Sixteen second lieutenants, at three rations per day, is 17,520, at 20 cents...	3,504 00	
Surgeon, at two rations per day, is 720, at 25 cents.....	180 00	
One surgeon's mate, at two rations per day, is 720, at 25 cents.....	180 00	
Six additional rations per day, for three lieutenant colonels, from 3d March, 1827, to 31st December, 1827, is 1,824 rations, at 20 cents per ration, (this amount not before appropriated.).....	364 80	
		\$14,740 80
		\$109,367 79

(Signed)

JOS. L. KUHN, Paymaster Marine Corps.

PAYMASTER'S OFFICE, Marine Corps, Navy Department, September 21, 1827.

Estimate for expenditures in the Quartermaster's department of the United States marine corps, for the year 1828.

SUBSISTENCE.

For 297 non-commissioned officers, musicians, privates and washerwomen, serving on shore, at one ration per day each, is 108,405, at 12 cents per ration, is.....	\$13,008 60
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CLOTHING.

For 938 non-commissioned officers, musicians and privates, at \$30 each, is....	\$28,140 00	
For 100 watch coats, at \$6.25 each, is	625 00	
		28,765 00

FUEL.

For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices and armory.....	\$9,098 00	
Arrearage for fuel.....	2,098 00	
		12,196 00

CONTINGENCIES.

For traveling expenses for officers and transportation for men; freight of stores from one station to another; toll, ferriage, wharfage and cartage; expenses of recruiting; per diem allowance for attending courts-martial and courts of inquiry, and for officers on extra duty; compensation to judge advocates; house rent and chamber money, where there are no public quarters assigned; incidental labor in the Quartermaster's department; expenses of burying deceased persons belonging to the marine corps; printing and stationery; postage on public letters; forage; expenses in pursuing deserters; keeping in repair the barracks at the different stations; straw for the men, barrack furniture, spades, axes, shovels, picks, and carpenter's tools, and for no other purpose whatever	\$13,500 00	
For sundry expenses arising in the current year, and not hereinbefore mentioned.	500 00	
		14,000 00

ARMS.

For the purchase of 1,500 stand of arms, with accoutrements complete, at \$14 each, is.....	21,000 00
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MILITARY STORES.

For keeping the arms in repair, armorer's pay, and armorer's tools and ordnance stores...	3,000 00
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MEDICINES.

For medicines, hospital stores, and instruments for the use of the officers and marines (on shore).....	2,369 71	
		\$94,339 31

(Signed)

E. J. WEED, Q. M. M. C.

HEAD-QUARTERS MARINE CORPS, Quartermaster's Office, Washington City, September 24, 1827.

Additional appropriation required for the Quartermaster's department, for the year 1828.

For arrearages for fuel, quarters, traveling, court-martial expenses to officers, judge advocates' fees, premium for recruiting, and other incidental expenses, from the year 1821 to 1825.....	\$39,244 40
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E. J. WEED, Q. M. M. Corps.

HEAD-QUARTERS MARINE CORPS, Quartermaster's Office, Washington, October 20, 1827.

F.

NAVY COMMISSIONERS' OFFICE, November 30, 1827.

SIR: The Commissioners of the Navy have the honor to hand, enclosed, a statement marked A, showing the present state and condition of the vessels built and building, under laws for the gradual increase of the navy and for building ten sloops-of-war, and of those in ordinary, and that are undergoing repairs at the several navy yards.

A statement, also, marked B, is respectfully submitted, showing, in part, the progress made in executing the law for the gradual improvement of the navy.

I have the honor to be, with great respect, sir, your most obedient servant,

SAM'L L. SOUTHARD, *Secretary of the Navy.*

A.

Statement showing the present state and condition of the United States vessels-of-war now on the stocks, and those in ordinary and repairing, at the several navy yards.

AT PORTSMOUTH, N. H.

Alabama 74. A—Hull in good order, except some decay in her planks, masts and spars; nearly finished, and considerable progress made in her inboard works, sails, &c.

Santee 44. A—Hull in good order, except some decay in her planks, masts, and spars; nearly got out, and progress made in her inboard works, sails, &c.

Concord, sloop. B—Frame complete, and ready for planking; plank, thick stuff, beams, carlings, &c., dressed out; also stanchions, combings, gun carriages, masts, and spars, nearly finished; sails nearly complete.

AT BOSTON.

Virginia 74. A—Hull sound and in good order; complete, except the stern to plank; masts and yards nearly complete; gun carriages partly got out; boats built; considerable progress made in inboard works, &c.

Vermont 74. A—Hull sound and in good order, and nearly completed; masts and yards, gun carriages, boats, &c., &c., progressed in.

Columbus 74. A—Hull sound and in good order; also masts and spars, except some few small spars; armament and sails in good order; her magazines, cabins, &c., require some slight repairs, and her copper requires to be examined before she could prudently be sent to sea.

Independence 74—Her hull in good order; her magazines, platforms, waterways, &c., require some repairs; her masts and spars so defective as to require a new set; spare spars and sails in good order. Before going to sea, her copper should be examined.

Cumberland 44. A—Hull sound and in good condition; planked in and outboard up to lower port sills, except eight strakes of bottom plank and of wales; masts and yards nearly got out.

Falmouth, sloop. B—In good order; now preparing for sea.

AT NEW YORK.

Ohio 74. A—Outside plank much decayed from the rail to the wales, and some spots of decay inside in the plank, across the stern, in the ceiling, and gun deck clamps.

Washington 74—Will require considerable repairs in her planking, top timbers, beams, and floor timbers; the copper should be examined before she goes to sea.

Franklin 74—Will require planking from near water's edge to the rail, and an examination of her copper.

United States 44—Will require considerable repairs in hull, and some repairs in sails, masts and spars; standing and running rigging generally in good order.

Liberator 44. A—Frigate of first class, purchased, now in ordinary.

Sacannah 44. A—Hull sound and in good condition, except the wales and one of the r'ding-bitt knees; masts and spars considerably advanced; laying the gun, spar, and berth decks, progressed in, &c.

Fairfield, sloop. B—Her frame prepared and raised; floors filled in and caulked, with deck beams put in, kneed, and bolted; also wales, kelson, and bilge strakes; progress made in her inboard works.

Sabine 44. A—Advanced to the building of the head and stern; masts and spars, &c., progressed in.

Fulton, steam frigate—Used as receiving ship.

Peacock, sloop—Will require new sails, and considerable repairs in hull, and standing and running rigging.

Shark, schooner—Undergoing repairs.

AT PHILADELPHIA.

Pennsylvania, ship of the line. A—Planked from floor-heads to upper gun deck ports; lower gun and orlop decks laid; spirketings, ceiling between ports on; stanchions up; middle gun deck beams in; ledge knees fayed and bolted; partners fitted; upper gun decks on, and beams nearly in; also spar deck, and port sills of gun decks; a great portion of her copper and iron work prepared, &c.

Raritan 44. A—Planked inside and out, except openings for air; decks completed, except orlop; and progress made in her inboard works.

Vandalia, sloop. B—Frame, except counter timbers, up; one-third of the wales on; beams for deck dressed out; knees sided; inboard works and sails considerably progressed in.

Cyane, corvette—Requires very extensive repairs.

AT WASHINGTON.

Potomac 44. A—Carpenters' work nearly done. Masts, spars, gun carriages, boats, &c., nearly complete.

Columbia 44. A—Wales on; breast hooks, orlops, and berth decks, and spirketings, just in; waterways, knees and breast hooks, for gun and spar decks, hewed out; beams ready; cutwater and channels prepared; masts and spars progressing; gun carriages, skids, and beds roughed out, &c.

Congress 36—Has been thoroughly repaired, and is now ready to fit for sea.

St. Louis, sloop. B—Frame complete, except counter timbers; beams for berth and gun decks trimmed out; masts and spars nearly made; gun carriages roughed out, &c.

AT NORFOLK.

Delaware 74. A—In good order, and about to proceed to sea.

St. Lawrence 44. A—Timbering complete, except the cauts, filling in the floors, and fitting keelsons.

North Carolina, 71. A—In good order, except her copper, which is somewhat defective, and requires examination.

New York 74. A—Required to complete the hull; planking of the upper and spar decks; thirty-six strakes on lower gun, and twenty on orlop, and planking between ports, from rail to string; twenty-four strakes in the bottom, head and galleries, &c.

Guerriere, 44—Has been thoroughly repaired, and is now ready to receive a crew.

Constellation 36—Requires a thorough repair.

John Adams, corvette—Requires extensive repairs in her hull, sails and rigging, and must be hove down to examine her bottom.

Live oak frames for three frigates of the first class, delivering under contract.

[The letters *A* in *italic* denote those vessels built and building, under gradual increase; and *B* those building under the law of March 3, 1825, for building ten sloops of war; five of which have been completed and are now in service at sea.]

B.

Under the act "for the gradual improvement of the navy," the Commissioners have had the necessary moulds prepared, and have contracted for the frames and promiscuous timber, of live oak, for five ships of the line, five frigates and five sloops-of-war of the first class, and part of a frame for a sloop-of-war has been purchased.

Under the same act, scows, anchors and driving machines have been procured; and contracts have been made for timber for a coffer dam, for all the earth, clay, gravel work, and labor for covering two wharves, (one two hundred feet long and sixty feet wide, the other one hundred feet square,) for filling the coffer dam, filling in and backing up the dry stone quay wall; two steam engines, pumps, boilers, machinery, &c., required for a dry dock at Boston, and progress has been made in the construction of a coffer dam, &c.

The civil engineer employed in the construction of the docks has proceeded to Norfolk, where the materials will be procured for constructing a dock, and the work commenced as early as circumstances will admit.

Appropriated by the "act for the gradual improvement of the navy," approved March 3, 1827.....	\$500,000 00
Expended on account of the objects specified in the said act.....	80,978 81

Balance unexpended, December 1, 1827.....	\$419,021 19
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G.

HEAD-QUARTERS OF THE MARINE CORPS, *Washington, November 27, 1827.*

SIR: I have the honor to acknowledge receipt of your letter of this day's date, and, in compliance with the direction contained in it, I transmit to you two papers, Nos. 1 and 2, showing the number of officers, non-commissioned officers, musicians, and privates which, in my opinion, are necessary to form a competent guard for each navy yard, and for each vessel now in commission.

In my communications to the Department, I have heretofore assigned a smaller force to the prominent naval establishments at Boston, Norfolk and New York. The docks about to be established at the two former yards lead me to the conclusion that the force I have now allotted to each of them is by no means too large for the protection of the important public interests to be concentrated at them. If there should not be a dock establishment at the New York yard, the number of vessels fitted out there, and the consequent concentration of all the materials necessary for repairing and fitting them out, render it necessary that an effective force should be stationed for its protection. I have included the Constellation frigate among the vessels in commission, under the supposition that the flag ship on the West India station would be of her class.

It may be proper to state that, when relief squadrons are fitted out for distant seas, additional calls are made on the corps to a considerable amount, and not provided for in this statement; and which will make a deduction from the force on shore until the return of the relieved force. I have assigned a captain to the flag ship of each squadron.

I have appended to the statement a small force at head-quarters. At some one of the stations there must, necessarily, be an establishment for the preservation and repair of the arms of the corps; and as there is already an armory here, I have thought the public interest would be promoted by the retention of a small force at this post. The only possible way in which the large number of musicians required for the different guards of the corps can be furnished, is by having a number of small boys bound, and educated in music for that purpose. It would be impracticable to supply them in any other mode. This

has hitherto been done at head-quarters, and such an establishment would be required at some other post, in case this station is broken up.

I have deemed it right to recommend a field officer for each of the three large stations, and for the line of battle ship. It rests with the government what rank to assign to the commandant of the corps, in case the views now laid before it should be adopted.

I have the honor to be, very respectfully, your obedient servant,

(Signed)

ARCH. HENDERSON, *Lieut. Col. Commandant.*

The Hon SAMUEL L. SOUTHARD, *Secretary of the Navy.*

No. 1.

An estimate of officers, non-commissioned officers, musicians, and privates of marines required for the several vessels of the United States now in commission, viz:

	Field officer.	Captains.	1st lieutenants.	2d lieutenants.	Sergeants.	Corporals.	Musicians.	Privates.	
Delaware 74	1	1	2	1	4	4	4	100	
Java 44	1	1	1	1	3	3	3	50	
Constitution 44	1	1	1	1	3	3	3	44	
Brandywine 44	1	1	1	1	3	3	3	50	Flag ship.
Macedonian 36	1	1	1	1	3	3	2	40	Flag ship.
Constellation 36	1	1	1	1	3	3	2	40	Flag ship.
Corvette John Adams			1	1	2	2	2	22	
Sloop-of-war Vincennes			1	1	2	2	2	22	
Sloop-of-war Lexington			1	1	2	2	2	22	
Sloop-of-war Natchez			1	1	2	2	2	22	
Sloop-of-war Boston			1	1	2	2	2	22	
Sloop-of-war Warren			1	1	2	2	2	22	
Sloop-of-war Peacock			1	1	2	2	2	22	
Sloop-of-war Ontario			1	1	2	2	2	20	
Sloop-of-war Erie			1	1	2	2	2	20	
Sloop-of-war Hornet			1	1	2	2	2	20	
Schooner Grampus					1	2		10	
Schooner Shark					1	2		10	
Schooner Porpoise					1	2		10	
	1	5	13	6	42	45	34	574	

No. 2.

An estimate of officers, non-commissioned officers, musicians, and privates required to compose guards at the several navy yards, viz:

	Commandant.	Staff.*	Field officers	Captains.	1st lieutenants.	2d lieutenants.	Non-com'd staff.†	Sergeants.	Corporals.	Musicians.	Privates.
Head-quarters	1	3	...	1	2	2	4	10	6	8	60
Navy yard, Washington			1	1	1	2		5	5	4	60
Navy yard, New York			1	1	3	3	...	8	8	4	150
Navy yard, Charlestown, Mass.			1	1	3	3	...	8	8	4	150
Navy yard, Philadelphia				1	2	2		7	7	4	100
Navy yard, Norfolk			1	1	2	3		8	8	4	150
Navy yard, Portsmouth, N. H.				1	2	2	...	7	7	4	80
Navy yard, Pensacola				1	3	3	...	8	8	4	120
	1	3	3	8	19	20	4	61	57	36	870

* *Staff.*—Adjutant and inspector, quartermaster, paymaster.

† *Non-commissioned staff.*—Sergeant major, quartermaster sergeant, drum major, fife major.

20TH CONGRESS.]

No. 340.

[1ST SESSION.]

EXPENSE ANNUALLY INCURRED UNDER THE ACT FOR PROHIBITING THE SLAVE TRADE.

COMMUNICATED TO THE SENATE DECEMBER 6, 1827.

WASHINGTON, December 6, 1827.

To the Senate of the United States:

In compliance with a resolution of the Senate, of the 19th of February last, requesting a statement of all the expenses annually incurred in carrying into effect the act of March 2, 1819, for prohibiting the slave trade, including the cost of keeping the ships-of-war on the coast of Africa, and all the incidental expenses growing out of the operations of that act, I transmit a report from the Secretary of the Navy, with the statement, so far as it can be made, required by the resolution.

J. Q. ADAMS.

NAVY DEPARTMENT, December 4, 1827.

The Secretary of the Navy has the honor to transmit to the President of the United States copies of three accounts, being statements of the expenditure of the appropriations for the support of the agency on the coast of Africa and the prohibition of the slave trade, since April, 1823, when that fund came under the control of this Department, to the 29th November, 1827, prepared in compliance with a resolution of the Senate, passed 19th February, 1827.

As no vessel-of-war of the United States has been *exclusively* attached to that station, one of those belonging to the West India squadron having been occasionally sent to afford protection to the agency, and for uncertain periods, an accurate statement of what has heretofore been "the cost of keeping ships-of-war on the coast of Africa" cannot be furnished. The annual expense would probably be about the average cost of keeping vessels of the same class in commission on other stations. An estimate is annexed of the expense of the several classes of our ships, for one year.

The original resolution and paper accompanying it are herewith returned.

Respectfully submitted.

SAM'L L. SOUTHARD.

A detailed statement of the expenditure of the sum appropriated by the, 7th section of the act passed March 3, 1819, in addition to the acts prohibiting the slave trade.

Date.	In whose favor and for what purpose.	Amount.
1819. May 29....	William E. Coale, for bounty allowed him on 12 negroes illegally imported into the district of Maryland by Henry H. Ford, and released on the information of said Coale, by the judgment of the court	\$600 00
1820. Jan. 12....	Samuel Bacon, late principal agent under the 2d section of the act, for the salaries of two agents, charter of ship Elizabeth, and purchase of materials, provisions and medicines	13,000 00
Dec. 12....	Jonathan B. Winn, principal agent: Salary of two agents, at \$1,500 and \$1,200..... \$2,700 Charter of a vessel..... 3,500 Purchase of materials, provisions, medicines, &c..... 10,000	16,200 00
July 18 } Aug. 16 }	Samuel Hodges, jr., consul at the Cape de Verde Islands, for passages of eighteen prisoners to Boston, found on board of vessels captured by public armed vessels of the United States, charged with acting in contravention of the acts prohibiting the slave trade	870 00
Aug. 24 } 1821. June 1 }	Morton A. Waring, marshal, South Carolina, for his expenditures from April 20, 1819, to December 29, 1820, for maintenance and care of four African negroes illegally brought into the State, including their passages from Charleston to Norfolk.....	998 75
1820. Aug. 26 } Dec. 7 }	John H. Morel, marshal, Georgia, on account of the maintenance of certain African negroes, captured in the Ramirez, which have been placed under his direction, by order of the President of the United States.....	20,286 98
1821. Feb. 6 } 1822. July 17 }	Robert Swartwout, navy agent, New York, for shot and flints purchased by him for the ship Elizabeth, having on board the blacks to be transported to the coast of Africa.....	42 16
1820. Nov. 23....	Lynde Catlin, agent for the purchase of bills of exchange, to be remitted to Baring, Er thers & Co., London, on account of the expenses incident to the establishment to be made on the coast of Africa	10,000 00
April 26....		

A detailed statement—Continued.

Date.	In whose favor and for what purpose.	Amount.
1821. Jan. 30....	John Carningham, for bounty allowed him on four negroes illegally imported into the district of South Carolina, and released on the information of the said Carningham, by judgment of the court...	\$200 00
Feb. 2....	John P. Decatur, navy storekeeper, New York, for sundry articles furnished by him for the ship Elizabeth, having on board the blacks to be transported to the coast of Africa.....	1,924 75
June 30....	Thomas Aspinwall, consul at London, for amount paid to him on the 21st September, 1820, per order of the minister at London, to Samuel Avery, for the passage to New York of James Doughien, of Lancaster, Pennsylvania, attached to the expedition for taking out free people of color to Africa.....	116 67
Aug. 2....	John Jackson, commander of the revenue cutter Dallas, for bounty allowed for the benefit of himself and crew, on sixteen negroes captured by him on board the Antelope, or General Ramirez, and delivered to the marshal of Georgia.....	400 00
1821. July 26 }	Doctor Eli Ayres, for compensation as principal agent and as surgeon, expenses of transporting people of color, medicines, hospital stores, and traveling expenses.....	3,817 41
1822. Aug. 23 }		
Oct. 9 }		
1823. Jan. 31 }		
1820. Feb. 15 }	James Beatty, navy agent, Baltimore, for the cost of articles shipped by order of the President of the United States, on board the brig Strong, chartered to proceed to Cape Mesurado, on the coast of Africa.....	3,268 41
1822. May 27....		
Dec. 14 }	James Beatty, on account of a balance due to the owners of the brig Strong, chartered to proceed to cape Mesurado, on the coast of Africa.....	2,095 75
1823. Feb. 13 }		
1822. June 18....	Paul Bentalon, marshal, Maryland, for amount paid by him for the passage of eighteen Africans from Savannah to Baltimore, and delivered by him on board the brig Strong, for the purpose of being conveyed to Cape Mesurado.....	180 00
Sept. 4....	Christian Wiltberger, jr., for amount of his compensation for services in Africa, as agent for the captured Africans, from August 25, 1821, to April 3, 1822.....	911 45
1822. June 18....	Morris Robinson, for cost of one set of exchange, amounting to £1,125 sterling, purchased by him for the purpose of being remitted to the bankers of the United States in London, on account of the expenses incident to the African agency.....	5,437 50
Total expenditures.....		\$80,429 83
Appropriated per act of March 3, 1819.....		\$100,000 00
Expenditures as above.....		80,429 80
Balance transferred to the books of the Navy Department...		\$19,570 17

JOSEPH NOURSE, *Register.*TREASURY DEPARTMENT, *Register's Office, August 25, 1827.**Estimate showing the annual expense of supporting at sea a vessel of each class, exclusively of the pay and rations of the commission and warrant officers.*

	Seventy-four.	Forty-four.	Thirty-six.	Cyane.	Sloop.	Brig.	Schooner.
Pay of petty officers, seamen, &c.....	\$80,220 00	\$53,772 00	\$44,616 00	\$21,384 00	\$17,712 00	\$11,112 00	\$7,428 00
Provisions.....	54,476 25	36,043 75	29,930 00	13,505 00	11,223 75	6,752 50	4,380 00
Medicines and hospital stores.....	2,500 00	2,000 00	1,600 00	1,200 00	1,000 00	800 00	600 00
Wear and tear.....	25,000 00	16,000 00	12,000 00	10,000 00	8,000 00	5,000 00	4,000 00
	\$162,196 25	\$107,815 75	\$88,146 00	\$46,089 00	\$37,935 75	\$23,664 50	\$16,408 00

Expenditures under the appropriation for the prohibition of the slave trade.

Date.	Accounts settled.	To whom paid.	Purposes.	Total.
1823.				
April 5.....	Eli Ayres.....	E. Ayres, agent.....	Salary from 16th January to 15th April, 1823, at \$2,000 per annum.....	\$500 00
Sept. 26.....	Same.....	Same.....	Salary from 16th April to 15th July, 1823.....	500 00
Dec. 27.....	R. W. Habersham.....	R. W. Habersham.....	Compensation and expenses in the investigation made into the conduct of J. H. Morel, late marshal of Georgia, in relation to the negroes of the cargo of the General Ramirez.....	431 75
1824.				
Mar. 24.....	John Nicholson, marshal of La. dist.		Clothing and maintenance of 220 African slaves brought into the port of New Orleans by the U. S. ship Hornet, Robert Henley commander, being retaken by him from the Colombian privateer brig Centinella, who had taken them in the big La Penise, going into Cuba. On their arrival the vessels and slaves were libeled in the district court of the United States and placed in the hands of the marshal; and, on the trial of the cause, the slaves were restored to the Colombian captor.....	4,246 72
May 8.....	Eli Ayres.....	E. Ayres, agent.....	Salary from 16th July to 25th March, 1824.....	\$1,405 55
		Sundry persons.....	Wharfage, pilotage, and taking care of the schr. Calypso, and clothing and maintenance of 11 captured Africans at Baltimore. Work done on board the schooner Calypso.....	435 90
		K. Macaulay.....	Supplies furnished at Sierra Leone for captured Africans.....	300 30
		King & Tyson.....	Freight of loose frames, &c., from Baltimore to Liberia.....	7,407 65
		Samuel Hoelges.....	Supplies for captured Africans at St. Jago de Cuba.....	304 50
		Eli Ayres.....	Galley for schooner Augusta, and traveling expenses.....	70 62
		K. Macaulay.....	Supplies furnished to schooner Augusta while employed on the coast of Africa.....	30 30
May 21.....	R. R. McMullin.....	E. and J. Leveing.....	Beans.....	\$40 00
Aug. 13.....	J. Beatty, navy agent.....	Bradford & Cooch.....	Corn meal.....	95 03
		W. McDonald & Son.....	Two hides, tobacco.....	143 84
		E. P. Barrows.....	Beef and pork.....	569 75
		Deatty & Wilmans.....	Molasses and vinegar.....	68 75
		A. George & Co.....	Whiskey and flour.....	425 20
		L. & J. Barney.....	Bread.....	64 98
		James Stone.....	Clothing.....	200 00
		Henry Dice.....	Medicine and hospital stores.....	100 00
		J. McAlister.....	Drayage to Fell's Point.....	12 12
		J. P. Ford.....	Two large carvis.....	148 00
		James Clark.....	Lumber.....	323 42
		E. T. Elliott & Co.....	Nails and brads.....	34 65
		James Briscoe.....	Hinges and bolts.....	10 88
		Wm. Gist.....	Window glass and pig lead.....	14 00
		Bellona Gunpowder Co.....	Gunpowder.....	130 00
		Wm. Conway.....	Round shot.....	14 40
		Ch. Rabory.....	Canister shot.....	78 10
		James Lyon.....	Round and grape shot.....	66 83
		John Keener.....	Muskets and bayonets.....	220 00
		S. Hollingsworth & Co.....	Hand corn-mill.....	100 00
		Wm. McQuinn.....	Lumber.....	68 45
				10,104 82
				926 27

Expenditures under the appropriation for the prohibition of the slave trade—Continued.

Date.	Accounts settled.	To whom paid.	Purposes.	Total.
1824.				
Aug. 13....	J. Beatty, naval agent.....	J. McAllister	Transporting lumber	\$4 19
		P. Bentalon	Safe keeping and maintenance of eleven Africans	805 16
		McFadden & Harris	Freight of stores from Baltimore to Africa	750 00
		James Beatty	Commission on \$1,556 16, at one per cent.	15 56
		King and Tyson	Passage of ten Africans to Montevideo.....	814 00
		James Beatty	Commission on \$814, at one per cent.	8 14
		L. and J. Barney	Bread	354 93
		Geo. Locher	Flour	204 91
		Joel Vickers	Indian meal	84 00
		Beatty & Wilmans	Molasses, vinegar, sugar, salt, tea, coffee.....	404 42
		E. P. Barrows	Beef and pork	1,000 00
		Robert Barry	Five bids. tobacco	342 92
		C. Johnson	Essence of spices	11 25
		J. Myers & Son	Casks for tobacco, repacking, &c.	69 98
		M. Manufacturing Co.	Shirting and cotton	244 67
		Albridge & Higdon	Cloth	259 74
		John Sykes	Casinet	160 00
		Fred. Jenkins	Sperm candles	18 64
		R. H. Jones & Son	Neat's leather	132 75
		Mather & Simmons	Shoes	278 83
		E. T. Elliott & Co.	Nails	31 25
		Benj. Taylor	Bell-hooks	18 25
		J. & G. Gillingham	Wood axes	72 50
		Will West	Plank and stingles	61 85
		T. & G. Thomas	Padlocks and binges	160 04
		C. D. & S. Keener	Medicine	50 00
		J. McAllister	Drayage	25 38
1825.		J. Beatty	Commission on \$8,951.11, at one per cent.	39 51
Feb. 2....	J. Beatty, naval agent.....	Jos. King, jr.	Freight of stores from Baltimore to Africa	\$1,145 00
		J. Beatty	Commission at one per cent.	11 45
Feb. 12....	Jehudi Ashmun	J. Ashmun, ac'g agent..	Salary from August 12, 1822, to May 24, 1823, and from December, 1823, to January 24, 1825, at \$1,200 per annum	\$2,300 0000
		George Howe	Rum, crackers, sheeting, batts, and bedding.....	65 04
Mar. 15....	S. Evans, captain.....	S. Evans	Barge furnished for African expedition.....	.....
April 16....	J. Beatty, naval agent.....	E. P. Barrows	Twenty-five barrels beef and twenty-five barrels pork	\$487 50
		J. Beatty	Commission at one per cent.	4 87
May 2....	R. R. Gurley	R. R. Gurley	Compensation from June 17 to November 1, 1824, at \$100 per month.....	\$450 00
		do	Traveling expenses.....	86 00
				536 00

Expenditures under the appropriation for the prohibition of the slave trade—Continued.

Date.	Accounts settled.	To whom paid.	Purposes.	Total.
1825.				
June 23.....	King & Tyson.....	King & Tyson.....	Supplies furnished for laborers and captured Africans at Mesurado.....	\$1,808 80
July 13.....	C. W. Skinner, lieutenant.....	T. Owens.....	Stores for support of R. R. Gurley on board of the United States schooner Porpoise, to and from Africa.....	191 81
July 14.....	Miles King, navy agent.....	G. T. Kennon & Co.....	Medicine.....	\$77 62
		Henry Peters.....	Passage of Frederick Lewis to Africa.....	40 00
		William Francis.....	Cloth and flannel.....	195 00
		John McPhail.....	Flour.....	159 58
		Robert Southern.....	Plank.....	79 97
		J. Hutchins.....	Shoes.....	53 12
		T. Owens.....	Capites, coffee, tea, and wine.....	69 00
		B. Anderson.....	Molasses and vinegar.....	57 36
		William Watts.....	Transportation.....	4 00
		John Shuster.....	Sugar and salt.....	54 22
		J. M. Dupere.....	Tools, locks, nails, cart wheels, &c.....	405 54
		Nathaniel Berry.....	Shoes.....	56 25
		J. & P. E. Table.....	Tobacco.....	187 55
		D. Gosser.....	Porter bottles.....	20 00
		F. Butt.....	Plank.....	52 00
		M. A. Santos.....	Seed of various kinds.....	53 97
		T. M. Cook.....	Plank.....	75 00
Aug. 3.....	J. W. Peaco.....	J. W. Peaco.....	Salary from 1st February to 31st July, 1825, at \$1,600 per annum.....	1,640 18
Sept. 30.....	M. King, navy agent.....	William McKenny.....	Freight of stores from Norfolk to Africa.....	800 00
Oct. 7.....	J. W. Peaco.....	J. W. Peaco, agent.....	Salary from 1st August to 30th September, 1825.....	424 37
Nov. 12.....	F. Brown.....	F. Brown.....	Medicine and instruments.....	206 67
Dec. 2.....	J. W. Peaco.....	J. W. Peaco, agent.....	Salary from 1st October to 30th November, 1825.....	314 79
Dec. 31.....	J. Ashmun.....	J. Ashmun, acting agent.....	Salary from 25th January to 31st December, 1825, at \$1,500 per annum.....	256 67
		Sanford & Fales.....	Batts, cloth, flour, vinegar, &c.....	\$1,404 17
		D. D. Dalley.....	Rum, beef, pork, powder, lead, &c.....	574 06
		Eli Ayres.....	Boat.....	300 91
		Thomas Tyson.....	Paint, rice, beef, &c.....	150 00
		do.....	Beef, pork, flour, &c.....	447 00
				436 90
	George MacDaniel.....	J. W. Peaco.....	Salary for December, 1825.....	3,313 64
		R. R. Gurley.....	Telescope.....	133 53
				100 00
				\$40,611 15

T. WATKINS.

(Signed)
TREASURY DEPARTMENT, Fourth Auditor's Office, January 20, 1826.

Expenditures under the appropriation for the prohibition of the slave trade, in accounts settled in the year 1826.

Date of settlement.	Accounts settled.	To whom paid.	Purposes.	Total.
1826.				
Feb. 12...	Eli Ayres.....	King & Tison.....	Bread, herrings, molasses, pork, beef, butter, rice, vinegar, chambery, domestic muslin, seine-twine, shoes, leather, tobacco, duck, hardware, earthenware, candles, flannel, handkerchiefs, &c.....	\$1,144 85
		do	Passage of E. Ayres from Africa.....	130 00
		do	Charter of the schooner Fidelity from Baltimore to Africa.....	430 00
April 6...	Frederick Lewis.....	Frederick Lewis.....	Compensation, as assistants to the United States agent, for captured Africans, from January 15 to December 20, 1825, at \$4.00 per annum.....	\$773 33
			Traveling expenses from Washington to Norfolk.....	88 00
			Passage, Africa to Baltimore.....	100 00
May 12...	James Beatty, navy agent.....	William H. Beatty.....	Brandy, whiskey, vinegar, wine, sugar, molasses, chocolate, soap, pearl ash, tea, starch, spices, spoons, pots, candlesticks, barley, sago, muslin, hospital coats, mattresses, pillows, &c.....	\$1,015 44
		E. J. Coale.....	Stationery, and sharpening surgical instruments.....	18 87
		P. Laurensen.....	English porter.....	24 19
			Navy agent's commission.....	10 58
May 22...	Miles King, navy agent.....	J. & W. Southgate.....	5 hogheads tobacco.....	\$610 30
			10 barrels flour.....	47 30
			3,000 pounds mals.....	210 00
		William Rowland.....	20 barrels pork and 10 barrels beef.....	\$807 80
		F. Smith.....	100 pair shoes.....	307 50
		William Owen.....	1,750 feet pine plank.....	110 02
		D. Lyon & Co.....	4 barrels molasses.....	53 40
		F. F. Ferguson.....	Harness, tub and barrel.....	48 00
		Jos. T. Allyn.....	Hinges and saws.....	8 03
		W. Ashley.....	2 sacks salt.....	6 50
				5 50
May 24...	F. W. Armstrong, marshal, Albama.....	F. W. Armstrong.....	Maintenance 52 African slaves, from January 2 to December 4, 1824, at 15 cents per day.....	\$2,671 20
			Clothing.....	265 00
			Blankets.....	212 00
			Hire of two white men.....	660 00
			Medical aid.....	212 00
June 16...	Richard Smith.....	G. S. Oldfield.....	Charter of ship Indian Chief from Baltimore to Africa and back.....	4,020 20
Sept. 19...	A. D. Williams.....	R. R. Gentry, att'y.....	Services of said Williams, as superintendent of captured Africans, at Thompson Town, Liberia, from September 1, 1824, to April 20, 1826, at \$25 per month.....	3,000 00
Nov. 2...	A. P. Darrah, purser, navy yard, Goport.....	Mechanics and laborers.....	For use of captured Africans.....	401 66
		John Roberts.....	10 barrels beef.....	186 57
		William Loyall.....	5 barrels vinegar.....	\$102 00
Dec. 22...	Miles King, navy agent.....			25 12

Expenditures under the appropriation for the prohibition of the slave trade, in accounts settled in the year 1826.—Continued.

Date of settlement.	Accounts settled.	To whom paid.	Purposes.	Total.
1826.				
Dec. 22...	Miles King, navy agent.....	John Palmer..... J. D. Thurburn..... Joseph T. Allen..... W. G. Lyford..... N. S. Angell..... W. M. Faquier & Co..... M. Cooke..... J. Cowdery..... A. Goodnow..... J. M. Phale..... do..... do..... J. R. Triplett..... J. S. Garrison & Co..... B. Reynolds..... Wm. B. Quarrier..... Stephen Harris..... Plume & Co..... Eugene Higgins..... do..... do..... C. Hall..... do..... do..... E. Higgins..... G. T. Kennon & Co..... Robert Switzer..... B. Reynolds..... William C. Holt..... G. T. Kennon & Co..... J. M. Duperru..... do..... do..... do.....	10 barrels meal..... 2 barrels molasses..... Bel lows and lanterns..... Drawing up articles of agreement..... Making ensigns and pendants..... White lead, oil, window glass, putty, turpentine and brushes..... 64,142 feet of framing, 14, 166 feet of boards, and 30,818 feet of plank..... Window glass and putty..... Inspecting plank..... 3 bolts of duck, water casks, weather breakers, buckets, quadrants, grindstone, jars and hospital tubs..... 2 boat frames with plank, masts and spars, canvas, rope and making sail—blocks, corlages, copper bolts, nails, sheet-copper, rivets, and anchor..... Wharfage..... Coal..... Sugar, tea and coffee..... Hire of hands for hauling timber and loading ship Indian Chief..... Making copies of invoices..... 40 barrels of bread..... 672 pounds rope..... Lanterns, lamps, wick, tea kettle, spider, brushes, funnels, rules and blocks..... Log-lines, harpoons, grains, tar, twine, scales, white lead, paint oil, brushes, bunting, sheet-lead, smith's bellows, hammers, tongs, hocks, forks, &c..... Spermaceti..... 2 thermometers..... Mathematical instruments, stationery, and spy glasses..... Drum and fife, \$12; bugles, \$10..... Flints, moulds, pig lead, bunting, twine, &c..... Medicine..... 7, 367 feet featheredge..... 50 doors, 6 panels each..... 11,762 feet, flooring plank..... Pocket instruments, urinals, gum, and corks..... Carpenter's tools..... Locks, springs and hinges..... Chains and locks.....	\$36 25 25 26 2 25 2 00 8 00 106 26 2,001 93 62 12 4 36 128 00 1,301 70 13 25 5 23 63 22 110 00 2 00 112 69 75 60 28 87 273 85 12 60 11 25 124 12 22 00 209 24 7 00 113 50 234 00 356 04 20 12 180 60 53 56 2 75
Dec. 30...	John Hanes, late marshal district of Alabama.....	Robt. Carr Lane, att'y.....	Keeping 107 negroes, captured in the vessels Constitution, Marino, and Louisa, in 1818, viz: 19 from June 16 to July 17, 1818, 32 days, at 40 cents.....	\$6,446 27
				\$242 20

Expenditures under the appropriation for the prohibition of the slave trade, in accounts settled in the year 1826.—Continued.

Date of settlement.	Accounts settled.	To whom paid.	Purposes.	Total.
1826.				
Dec. 30...	John Hanes, late marshal, district of Alabama	Rob't Carr Lane, att'y	6 from June 29 to July 17, 1818, 19 days, at 40 cents	\$45 60
			82 from July 13, to July 17, 1818, 4 days, at 40 cents	131 20
			Expenditures to December 31, 1825, reported January 20, 1826.	\$19,347 59
				40,011 15
				\$59,358 74
	Advances to debit of.....	J. W. Peaco, agent... ..	Paid his drafts on the Department for his salary, and for supplies furnished at Liberia for captured Africans	\$1,763 37
			His bills on Baring, Brothers & Co., £554 12s.....	2,464 89
	Advances to debit of.....	J. Ashmun, agent	Paid his drafts on the Department for his salary, and for supplies furnished at Liberia for captured Africans.....	\$5,530 30
			His bills on Baring, Brothers & Co., £103 1s. 6d.....	458 11
	Advances to debit of	James Laurie.....	On account.....	5,988 41
				150 00
				\$10,366 67

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 2, 1827.*

Expenditures under the appropriation for the prohibition of the slave trade, in accounts settled between January 1 and November 24, 1827.

Date of settlement.	Accounts settled.	To whom paid.	Purposes.	Total.
1827.				
Jan. 25...	J. E. Winn, late special agent	Sundries	Rope, duck, cable, guns, repairs on schooner Augusta, provisions, tobacco, charter of a schooner, pay of the Augusta's crew, making clothes, burying dead, &c.	\$3,348 60
March 14...	J. W. Pease, special agent	J. W. Pease do do Sundries	Salary from January 1, 1826, to February 28, 1827, at \$1,600. Expenses on extra service at Sierra Leone. Outfit to Africa. Provisions, powder, cutlasses, iron, steel, beads, pipes, labor, &c.	\$1,866 67 301 11 500 00 5,505 87
April 19...	J. Nicholson, marshal	E. dist. La.	Bounty, subsistence, clothing, medicine, &c., for fifteen Africans, illegally brought into the port of New Orleans on board of the schooner Fell's Point, on July 1, 1825.	8,173 65
June 30...	J. M. Bertion, proc. for J. Jackson.		Bounty on one hundred and fifty Africans imported in the Ramirez, at \$25	5,442 22
July 12...	W. Loyall, dep. marshal, Norfolk.		Maintenances, &c., of twelve Africans, (from March 17 to May 4, 1827,) imported into New Orleans, and brought to Norfolk for transportation to Africa.	3,750 00
July 12...	Nathaniel Currier, jailor, Norfolk		Jail fees for six Africans brought from New Orleans to Norfolk, for transportation to Africa.	251 40
July 16...	J. Beatty, navy agent	Sweetser & Co.	Pipes	71 04
July 25...	John Hodges	Gusse and Kerekhon	Medicine and attendance at Fort Norfolk on Africans sent from New Orleans to Norfolk, for transportation to Africa.	33 33
Aug. 1...	G. Harrison, naval agent	Brown and Lewis	Beads	70 39
		Frederick Brown.	Sheeting	\$35 00
			Medicine	262 26
Sept. 12...	J. H. Morel, marshal, Geo.		Collecting and embarking one hundred and thirty-four Africans on board of the transport ship Norfolk for Africa, July, 1827.	145 19
Sept. 22...	Samuel Pease, Jr.		Services as clerk to the African agency, from April 13 to June 25, 1827, at \$25 per month.	\$60 00
			Traveling expenses from Annapolis to Norfolk	40 35
Oct. 4...	M. King, navy agent	Sundries	Boards, nails, locks, anchors, canvas, cooking utensils, earthenware, hospital stores, provisions, tobacco, stationery, board of Africans, and transportation, &c.	100 35
Nov. 3...	Jehudi Ashmead, agent	Sundries	Salary from January 1 to March 21, 1826, at \$1,500 per annum, and from March 22, 1826, to October 31, 1827, at \$1,200 per annum.	3,886 50
			Provisions, tobacco, clothing, carpenters' work, powder, tools, trade goods, lumber, boilers, kettles, candles, soap, labor, &c.	\$2,270 83
				12,282 82
				14,553 65
				\$40,438 58
			Advances to debit of J. W. Pease.	\$2,533 33
			Advances to debit of James Laurie	150 00
			Advances to debit of George P. Tolson	350 00
			Advances to debit of Frederick Lewis	150 00
			Advances to debit of J. B. Winn	412 72
			Advances to debit of Samuel Bacon	1,386 92
				\$4,992 97

TREASURY DEPARTMENT, Fourth Auditor's Office, November 26, 1827.

Expenditures by Richard Dashiell, lieutenant commanding, and by Midshipman Richard R. McMullin, successor in the command of the schooner Augusta, and in settlement of their accounts, and carried to the debit of pay and contingent expenses, viz:

Paid officers and crew of the schooner Augusta, between the 21st of March and 3d of November, 1823	\$1,850 94
Paid board and lodging, nursing, medicine, &c., for sick; cabin furniture; premium for recruiting; passage of two officers to the United States, and traveling expenses	495 25
	<u>\$2,346 19</u>

20TH CONGRESS.]

No. 341.

[1ST SESSION.]

APPLICATION FOR AN INCREASE OF THE PAY OF LIEUTENANTS IN THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 14, 1827.

MEMORIAL.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of the undersigned, lieutenants in the navy of the United States, respectfully sheweth: That your memorialists, impressed with a deep sense of the justice of your honorable bodies, and deriving confidence from the care with which your honorable bodies have guarded the interests of the several departments of the service whenever, by proper measures, it has been made manifest that those interests have required the intervention and protection of your honorable bodies; and believing that, while other branches of the service have experienced the benefit of repeated legislation on their behalf, the class to which your memorialists belong has suffered only because their claims upon your consideration have never been properly exhibited;

Your memorialists have, therefore, united for the purpose of presenting, respectfully, to your notice the very great inferiority of their compensation, by comparison with that extended, in other arms of the service, to officers not only of equal, but inferior grades.

The better to illustrate the truth of this proposition, your memorialists would respectfully exhibit the following table to the consideration of your honorable bodies.

In the first place, by the general regulations of the army, adjusting the relative rank of officers of the army and navy, lieutenants in the latter department of service are assigned a rank equal to that of captains in the army. (See "general regulations," page 18, article 6, No. 24.)

By the act of the 24th of April, 1816, the pay and emoluments of captains in the army were fixed as follows:

Yearly pay of captains in the army, at \$40 per month	\$480 00
Yearly amount of rations, three per diem, at 20 cents	219 00
Yearly allowance for pay, clothing, &c., for servant	189 00
	<u>\$888 00</u>

By the act of April 18th, 1814, the pay and emoluments of lieutenants in the navy were fixed as follows:

Yearly pay of lieutenants in the navy, at \$40 per month	\$480 00
Yearly amount of rations, three per diem, at 25 cents	273 75
	<u>\$753 75</u>
Deduct hospital fund, at 20 cents per month	2 40
	<u>\$751 35</u>

Excess in favor of captains in the army, according to the provisions of the above acts, \$136.35.

By the act of April 24th, 1816, the pay and emoluments of first lieutenants in the army were fixed as follows:

Yearly pay of first lieutenants in the army, at \$30 per month	\$360 00
Yearly amount of rations, three per diem, at 20 cents	219 00
Yearly allowance for pay, clothing, &c., for servant	189 00
	<u>\$768 00</u>

Excess in favor of first lieutenants in the army (inferior in rank to lieutenants in the navy), \$16.65.

But, by the act of March, 1827, each captain in the army receives an additional ration, and ten dollars per month additional pay, and each subaltern is allowed an additional ration. Under the provisions of this act, then, each captain in the army receives—

Yearly pay of a captain, at \$50 per month	\$600 00
Yearly amount of rations, four per diem, at 20 cents	292 00
Yearly allowance for pay, clothing, &c., for servant	189 00
	<u>\$1,081 00</u>

Excess of pay in favor of a captain in the army, of equal rank with a lieutenant in the navy, \$329.65.

Under the provisions of the last-mentioned act, the pay and emoluments of a first lieutenant in the army are as follows:

Yearly pay of a first lieutenant, at \$30 per month.....	\$360 00
Yearly amount of rations, four per diem, at 20 cents	292 00
Yearly allowance for pay, clothing, &c., for servant.....	189 00
	<u>\$841 00</u>

Excess of pay in favor of a first lieutenant in the army (inferior in rank to a lieutenant in the navy) \$89.65.

Under the provisions of the same act, the pay and emoluments of a second lieutenant in the army are as follows:

Yearly pay of a second lieutenant, at \$25 per month.....	\$300 00
Yearly amount of rations, four per diem, at 20 cents.....	292 00
Yearly allowance for pay, clothing, &c., for servant	189 00
	<u>\$781 00</u>

Excess of pay in favor of a second lieutenant in the army, *two grades* lower than a lieutenant in the navy, \$29.65.

Thus it appears that a brevet second lieutenant in the army, who has but yesterday graduated in the military academy, and who has not yet joined his regiment, receives actually a greater compensation than a lieutenant in the navy, (two grades higher in rank,) who has served in that capacity eleven years, and in the navy altogether eighteen years.

Again, there are in the army one hundred and eleven captains and lieutenants, who are assistant quartermasters, and assistant or acting assistant commissaries of subsistence.

A captain in the army, doing the duty of assistant quartermaster, receives—

Yearly amount of pay and emoluments in the line	\$1,081 00
Additional pay, as assistant quartermaster, at \$20 per month.....	240 00
	<u>\$1,321 00</u>

A first lieutenant in the army, doing the same duty, receives—

Yearly amount of pay and emoluments in the line	\$841 20
Additional pay, as assistant quartermaster, at \$20 per month.....	240 00
	<u>\$1,081 00</u>

There are ten captains and ten lieutenants in the army, who receive the above emoluments. (See Army Register, 1827.)

A captain in the army, doing duty as assistant commissary of subsistence, receives—

Annual amount of pay and emoluments in the line.....	\$1,081 00
Additional pay as assistant commissary of subsistence, if at \$20 per month.....	240 00
	<u>\$1,321 00</u>

A first lieutenant in the army, doing the same duty, receives—

Yearly pay and emoluments in the line	\$841 00
Additional pay as assistant commissary of subsistence, if at \$20 per month.....	240 00
	<u>\$1,081 01</u>

There are ten captains and eighty-one lieutenants in the army, who receive the above emoluments. (See documents accompanying President's message, December, 1820.)

There are also many captains in the army, commanding what are termed department, or double ration posts. The pay and emoluments of these officers amount, under these circumstances, to the sum of \$1,373.00.

There are in the navy two hundred and twenty-eight lieutenants, ninety-four of whom have served from ten to fourteen years in that capacity. There are four schooners, and seven navy yards, to each of which a lieutenant may be attached, and, with the exception of those thus detailed, every officer of that class is limited to his annual compensation, say \$751.35. (See Navy Register, 1827.)

But from this stipend, certainly small in comparison with the compensation allowed to officers of equal, nay inferior, grades in other departments of service, how much greater are the necessary deductions growing out of the peculiar nature of the sea service. Upon stations abroad, in the daily interchange, with foreign officers, of those courtesies which the usage and comity of nations, in a measure, enjoin upon their several representatives, costly outfits and expensive entertainments are required, which leave them barely the means of sustaining that appearance which their rank and station would demand. Besides, when returning from these long and expensive cruises, they have not the same advantages which belong in every case to officers of the army; for, instead of quarters provided at the expense of government, they are compelled to resort to public lodgings, there to await the period which, in regular routine, may place their services in requisition.

Your memorialists have endeavored, in the foregoing exhibit, to lay before your honorable bodies the pecuniary advantages enjoyed by the officers of the army over those of the navy. But, if your honorable bodies will take into consideration how many and great benefits, of a more important character, are conferred upon one arm of the service, which are denied to the other; when it is considered that the officers in the army are nurtured in one of the first institutions in the world, perfected at the public expense, not only in the principles and practice of their profession, but in the arts and sciences, both useful and ornamental; and, when discharged from that institution, at once admitted to a commission

and a competency; while, on the other, officers in the navy, entering at a tender age upon the duties of their profession, are thrown upon their unaided resources to pursue, slowly and laboriously, in their few and uncertain intervals of leisure, their researches in the sciences peculiar to their profession; that only after a tedious and severe probation they are admitted to a commission, which, while it confers upon them a rank equal to the highest grade below a field officer, in point of emolument, yields them less to support that rank than is allowed the lowest commissioned officer in the line; when it is considered, also, that, slow as is their promotion, they have not the stimulus offered by brevets to the army, the conclusion must be clearly established, that a vast disparity of service and reward, rank and emolument, obtains with regard to the two departments of service.

In conclusion, your memorialists respectfully and earnestly pray your honorable bodies that their motives may be understood, in urging the matters and things in this memorial stated.

Your memorialists yield to none in admiration of the high chivalry, the distinguished talent, and meritorious services, which have given their brother officers of the army such exalted claims upon the gratitude of their countrymen. They ask only of your honorable bodies that due consideration may be bestowed upon the facts and statements foregoing, and if they afford a satisfactory illustration of the reasonableness of this, their memorial, that they may be placed upon the same footing with officers of their grade in other arms of the service; or that such other provision may be made in their behalf as, in the wisdom of your honorable bodies, may seem just and proper.

And your memorialists, as in duty bound, will ever pray, &c.

ROBERT M. ROSE.
EDWARD R. SHUBRICK.
JAMES RAMAGE.
DAVID GEISSINGER.
JOHN P. ZANTZINGER.
JOHN H. BELL.
THOMAS T. WEBB.
WILLIAM A. C. FARRAGUT.
JOHN A. WISH.
THOMAS W. WYMAN.
ABRAM S. TEN EYCK.
WM. JAMESON.
CHARLES L. WILLIAMSON.
EBENEZER RIDGEWAY.
ARCHIBALD S. CAMPBELL.
JOHN H. LEE.
WILLIAM T. TEMPLE.

JAMES GOODRUM.
JAMES WILLIAMS.
SAMUEL W. LECOMPTE.
WILLIAM M. ARMSTRONG.
GARRET J. PENDERGRAST.
DANIEL H. MACKAY.
JOSEPH B. HULL.
JOSEPH MOREHEAD
IRVINE SHUBRICK.
JOHN KELLY.
EDMUND BYRNE.
WILLIAM H. GARDNER.
DAVID G. FARRAGUT.
RICHARD S. PINCKNEY.
STEPHEN B. WILSON.
EDWARD C. RUTLEDGE.

WILLIAM S. HARRIS.
JAMES GLYNN.
VICTOR M. RANDOLPH.
WILLIAM W. MCKEAN.
FRANKLIN BUCHANAN.
ALEXANDER B. PICKHAM.
JAMES G. BOUGHAN.
SAMUEL F. DUPONT.
HENRY D. SCOTT.
LEVIN M. POWELL.
WILLIAM SETON.
GEORGE S. BLAKE.
ZACHARIAH JOHNSON.
ANDREW R. LONG.
R. R. PINKHAM.
A. G. SLAUGHTER.

20TH CONGRESS.]

No. 342.

[1ST SESSION.]

EXPERIMENTS ON AMERICAN WATER-ROTTED HEMP, AND COMPARISON OF IT WITH RUSSIAN HEMP.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 24, 1827.

NAVY DEPARTMENT, December 20, 1827.

SIR: In answer to a resolution of the House of Representatives, of the 2d March, 1827, directing the Secretary of the Navy to report "the result of any experiments which have already been made, or are now making, in the navy of the United States, to ascertain the quality of American water-rotted hemp, compared with Russia hemp," the Secretary of the Navy has the honor to enclose a copy of a letter from the Commissioners of the Navy, on the subject. Reference is also respectfully made to a report from this Department to the Senate, on the same subject, dated 5th January, 1825.

The small quantity of water-rotted hemp which has been heretofore prepared has not afforded very extensive opportunities for making experiments upon it; but such as have been made are entirely satisfactory, and importations of hemp will not be necessary when sufficient quantities to answer the demands of the service shall be produced in the country. Cordage of American water-rotted hemp would always be preferred, when found of equal quality.

It is perhaps proper to observe, that there is no establishment connected with the navy in which hemp is manufactured, and, therefore, it is not purchased in its raw state by the Department. It will, however, be the interest and policy of the government to make such establishment whenever it is believed that economy will be promoted by it.

Respectfully submitted.

SAM'L L. SOUTHARD.

The SPEAKER of the House of Representatives.

NAVY COMMISSIONERS' OFFICE, December 17, 1827.

SIR: The Commissioners of the Navy duly received your letter enclosing a resolution of the House of Representatives, of the 2d of March last, requiring a report of any experiments to ascertain the quality of American water-rotted hemp compared with Russia hemp, and in reply they have the honor to state that all the experiments heretofore made of these different descriptions of hemp have uniformly tended to establish the opinion that the American hemp loses nothing in the comparison, whether we refer to its strength or its durability, when made up into cordage.

Experiments have been made of these hems in their hatchelled state, before they were spun into yarns, and in that state the American hemp was found to be the strongest, and after being made up into cordage and tested on board of a ship under the command of one of the present Commissioners, its strength and durability were ascertained to be fully equal to cordage made of the best Russia hemp similarly exposed. If there be a difference between the best American and the best Russia water-rotted hemp, when brought to our market, the Commissioners would unhesitatingly say it is in favor of the former. Admitting their staples, in their original state, to be equally good, the Russia hemp is certainly liable to greater injury from transportation; and that it does sustain more or less injury in its transportation from Russia to our ports, is believed to be an unquestionable fact.

At the instance of a gentleman from Pennsylvania, the Commissioners, in the year 1824, agreed to purchase two tons of American water-rotted hemp, with a view of having it made into cordage of various sizes, and tested on board of one of our national ships with the best Russia; under this agreement between seven and eight cwt. only was delivered. This hemp was pronounced by competent judges to be fully equal to the best Russia then in market, and the growers were accordingly paid the full price of the latter for it. It was then made into cordage and sent to Norfolk, to be used in the equipment of one of our national ships, but before it arrived the ship had sailed. A subsequent order was given to use it in reefing the main and main-top, fore and fore-top sail braces of a ship on one side; the other side of the ship to be fitted with cordage made of the best Russia hemp, and the experiment is now in progress; of the result no doubt is entertained by the Commissioners.

The Commissioners are sensible that in the preceding remarks they are only reiterating the opinion heretofore frequently expressed by them. They have never entertained a doubt of American *water-rotted* hemp being equal to Russia, but the great difficulty has been to procure a sufficient quantity of American *water-rotted* hemp to answer the demands of the navy. The habit of dew-rotting has become so fixed that it is apprehended a considerable time will elapse before the American community can be persuaded to change it, and resort to the preferable system of water-rotting; indeed, a disposition has been manifested to experiment upon new theories, rather than adopt the system successfully practiced and confirmed in other countries by long experience. Accordingly, we find that attempts have been made to prepare the hemp by suffering it to remain twelve months in stack, and then exposing it to the action of dews; by breaking it with a machine in its natural state, without any previous rotting; by subjecting it to the operation of pyroligneous acid after being dew-rotted.

The Commissioners have from time to time received hemp prepared in these various modes, and have directed experiments to be made of it. The results of such experiments, although not called for by the resolution, will not, it is presumed, be unacceptable, since their tendency is to establish the opinion entertained as to the properties of American hemp in its original state.

Cordage made of American hemp, stacked one year and then dew-rotted, was fitted on one side of the frigate Constellation as main, main-top, and fore-top sail braces, main-clue garnets, davits, and stern boat falls. The other side of the ship, in corresponding situations, was fitted with cordage of Russia hemp; and after being thus worn for nearly a year it was found, on examination, that the Russia rope in every instance, after being much worn, looked better and wore more equally and evenly than the American; that the yarns of the former were rather stronger, and the number of broken yarns not so great as in the American. But although it thus appeared that the Russia rope was rather preferable, both as to strength and durability, yet, in the opinion of the commander, "the difference between them was not so great as to warrant a declaration that the proof was conclusive in favor of the Russia;" and he recommended further experiments as necessary to decide the question.

Of the same cordage, after being worn nearly two years on board the Constellation, her commander observes: "I have given a fair trial to the Kentucky hemp for rigging. If there is any preference, I would give it in favor of the Russia;" thus making it almost a matter of doubt whether cordage made of American hemp, stacked one year and then exposed to dews, was not equal to cordage made of Russia hemp, when used as rigging.

In the year 1825 an experiment was made as to the relative strength of twelve yarns taken from a piece of cordage of Russia hemp, and the same number of yarns taken from cordage made of hemp broke by a machine, without having been either water or dew-rotted, and the following was the result:

<i>Russia.</i>		<i>America.</i>	
No.	Pounds.	No.	Pounds.
1 sustained.....	97	1 sustained.....	97
2 sustained.....	97	2 sustained.....	140
3 sustained.....	83	3 sustained.....	90
4 sustained.....	140	4 sustained.....	123
5 sustained.....	112	5 sustained.....	133
6 sustained.....	119	6 sustained.....	119
7 sustained.....	147	7 sustained.....	175
8 sustained.....	123	8 sustained.....	147
9 sustained.....	126½	9 sustained.....	147
10 sustained.....	137	10 sustained.....	161
11 sustained.....	119	11 sustained.....	175
12 sustained.....	178	12 sustained.....	179
- 1,478½		1,686	

Thus, the average weight sustained by the American yarns was 140, while that of the Russia yarns was only 123; proving, incontestibly, that the American was superior in point of strength, when newly made.

The same pieces of cordage (10 inch) were then directed to be immersed in water and mud, with a view to test their relative durability in that exposed state. After remaining thus immersed for nearly twelve months, they were taken up, examined, and tried; and the following was the result:

16½ fathoms of the American rope were stretched until the outer yarns began to give way; remaining two and one-half hours in that state, the purchase was increased until it parted, having stretched

three fathoms five and one-half feet, lost three-eighths of an inch in circumference, and sustained five tons three quarters and six pounds.

The same length of the Russia rope, similarly tested, stretched three fathoms three and a half feet, lost in circumference five-eighths of an inch, and sustained six tons two quarters and twelve pounds.

After these tests, the two remaining pieces of equal length were bent together, and hove until the American parted, sustaining six tons two-quarters and four pounds.

Two pieces of twelve inch cordage, hawser laid, one made of dew-rotted American hemp, prepared with pyroligneous acid, the other made of American hemp, broke by a machine, without any process of rotting, were tested on board the North Carolina, on her late cruise to the Mediterranean. They were found, *when new*, to be as strong or stronger than cordage made of Russian hemp usually is; but, after a lapse of eighteen months, they were found to have lost their strength in an extraordinary degree. Their appearance *then* indicated soundness; but, on unlaying the rope and drawing the yarns, it was found, after trying twenty yarns of each separately, that those of the dew-rotted hemp, prepared with pyroligneous acid, suspended, upon an average, only sixteen pounds, while those of the unrotted hemp sustained only eighteen pounds, although, when new, the yarns of either would have suspended at least 125 pounds.

From these facts the conclusion appears irresistible, that American hemp requires only the same process of preparation practiced in Russia, to render American cordage fully as good for every species of service as cordage made of Russia hemp. For the process practiced in Russia, in preparation of their hemp for market, the Commissioners would respectfully refer to the report which they had the honor to make on the 17th November, 1824.*

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

HOD. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

20TH CONGRESS.]

No. 343.

[1ST SESSION.]

SURVEY OF THE HARBOR OF SAVANNAH, GEORGIA, TO ASCERTAIN ITS FACILITIES FOR NAVAL PURPOSES.

COMMUNICATED TO THE SENATE DECEMBER 31, 1827.

NAVY DEPARTMENT, *December 28, 1827.*

SIR: The Secretary of the Navy, in compliance with a resolution of the Senate, of March 3, 1827, directing him "to report to the Senate, at the commencement of the next session of Congress, *the result of the surveys of the harbors of Charleston and Beaufort, South Carolina, and of Savannah and St. Mary's, Georgia,*" has the honor to transmit a copy of so much of the report of Lieutenant Stockton as relates to the survey of Savannah, made under the authority of the appropriation of the 14th of March, 1826. To explain the references to the interrogatories contained in this report, a copy of the instructions to Lieutenant Stockton accompanies it.

The survey of the harbor of Beaufort is in progress, and will be finished without delay. Time has not been afforded to complete the maps and charts which will be added to the report.

The result of the survey of the harbors of Charleston and St. Mary's was communicated at the session of Congress previous to the last, in answer to a resolution of the Senate, of the 17th of January, 1826.

Respectfully submitted.

SAMUEL L. SOUTHARD.

The PRESIDENT of the Senate.

Copy of orders from the Secretary of the Navy to Lieut. Robert F. Stockton, dated—

NAVY DEPARTMENT, *November 8, 1826.*

You have been selected to superintend the "survey of the harbors of Savannah and Brunswick, in Georgia and Beaufort, in South Carolina, with a view to ascertain the practical facilities of those places for naval purposes," as authorized by an appropriation made at the last session of Congress.

The U. S. sloop Florida, under the command of Lieut. Wm. P. Piercy, will be prepared, and a suitable number of officers ordered to report to you, to assist in the operations. Should any officers or instruments be required, upon notifying the Department they will be supplied.

You will make use of the best charts you can procure; and wherever they are deficient, the examination should be very full, in order to ascertain the fitness of the respective places for the establishment of a navy yard.

Your examination and report will be directed to the following points, viz:

The depth of water upon the bar, at the lowest and highest spring tides, and common tides.

Whether the depth of the water upon the bar is affected by any, and what winds, to what extent, and in what manner.

The strength of the current on the bar, and to a safe anchorage within it.

Width of the channel upon the bar, width of the bar, and nature of the bottom, with what wind large vessels can cross the bar, bound inwards and outwards.

* For this report, see State Papers, on Naval Affairs, vol. 1, No. 253; for other reports on the subject, see same volume, Nos. 86 and 242.

The prevailing winds at different seasons of the year.
 The extent of safe anchorage for vessels of the largest size which can cross the bar.
 The convenience of such anchorage for receiving supplies from the shore.
 Facilities of obtaining good fresh water.
 What supplies of provisions and stores for a fleet could be obtained from the surrounding country, and to what extent, at short notices.
 Whether the harbor has good positions for a dock or navy yard.
 How near the present shore of such position, does a channel run, of the same depth as the water on the bar at high spring tides.
 Has it good fresh water in its vicinity, and in what quantities.
 General health of the position, and quality of the soil.
 Whether the worm is destructive in the harbor.
 Facilities of wharfing to the channel.
 You will specify the points which are determined from personal observation, and those upon which your information is obtained from others, and what sources.
 The time when it will be necessary to make the report to Congress, induces me to urge that the duty assigned to you be completed as soon as practicable.

Extract from the report of Lieutenant R. F. Stockton, dated—

SAVANNAH, May 6, 1827.

To the Hon. Samuel L. Southard, Secretary of the Navy:

Sir: I have the honor to make known to you that the survey of the harbors of Savannah and Brunswick, in the State of Georgia, as far as it was necessary "to ascertain the practical facilities of those places for naval purposes," has been completed; and that the results of the observations, made under my "superintendence," at the above-mentioned places, may be found in the following report:

I commence with the harbor of Savannah. To the first interrogatory contained in your instructions to me, I answer: That the depth of the water upon the bar, at low water, during the lowest spring tides, is *nineteen* feet; during the highest spring tides, it is *seventeen* feet; and at common tides it is *eighteen* feet.

To the second interrogatory, I answer: That the situation of that bar is such as to make it almost impossible to determine accurately, by a set of hurried observations, to what extent the water upon it may be affected by the wind: the manner and extent of the operation of the wind, on the water upon that bar, depend on its direction, violence, and duration.

To the third interrogatory, I answer: The strength of the current upon the bar, and to a safe anchorage within it, unaffected by the wind, is two miles and a half an hour.

To the fourth interrogatory, I answer: That the channel upon the bar is three-quarters of a mile wide, with a sandy bottom. The best wind for "large vessels" to cross the bar, bound inwards, is south-east; for those bound to sea, the southwest will be most favorable.

To the fifth interrogatory, I answer: That, during the winter months, the winds from the northward prevail, but vary from east to west; during the summer months, the southeasterly winds are most frequent.

To the sixth interrogatory, I answer: That I think *eight* of the largest class of vessels might safely lay, in what is commonly called Cock Spur Roads; this anchorage is nearly sixteen miles from the city of Savannah, and the supplies for vessels laying there must be sent down the river.

To the seventh interrogatory, I answer: That tolerably good water can be obtained and without much difficulty.

Having answered all the interrogatories concerning the bar at the entrance of the harbor, as well as those appertaining to the first anchorage within the bar, it will be proper, perhaps, here to state the nature and extent of the impediments which lay in the river, between the bar and the city, before I proceed to answer the remaining interrogatories.

The first impediment to the navigation of the river, between the light-house on Cock Spur Island and the city, is called the Knowl. The principal body of this shoal lays about two miles up the river from the light-house; the tail of the Knowl, however, runs down nearly opposite the light-house. The greatest depth of water that can be carried over the Knowl at low water is from ten and a half to eleven feet. Two miles above the Knowl there are other banks, called "The Oyster Beds." On these banks from eleven to twelve feet can be carried over at low water. Five miles above "The Oyster Beds" there is a "mud flat," on which there is, at low water, from ten to eleven feet. There is another mud flat about one mile above the last-mentioned shoal, over which from ten and a half to eleven feet at low water can be carried. About one mile and a half higher up the river there is another mud flat called "Four Mile Point Shoal," on which there is about eight feet at low water. The next difficulty to be encountered is a shoal commonly called the "Wrecks," which is about two miles from the city, and over which from six to six and a half feet at low water may be carried.

Having given a general idea of the shoals in the river, I will proceed to answer the remaining interrogatories.

To the eighth interrogatory, I answer: That although not much dependence is to be placed on the country adjacent to the river for any great quantity of supplies necessary for a "fleet," yet I doubt not but that the city of Savannah could, and would, at all times be prepared to furnish most of the necessary supplies. I will take the liberty here to observe that though it may be unnecessary to enter into particulars with regard to this matter, yet perhaps it is my duty to remind you of the advantages which Savannah has in regard to obtaining supplies from abroad. Besides being situated at the outlet of Savannah river, down which the produce of a portion of the most fertile parts of Georgia passes, there is an inland communication between that place and the city of Charleston, which will enable Savannah to draw from Charleston whatever of supplies may be collected at the latter port. It may not be amiss to mention also

that an attempt is making to deepen the water on that shoal called the "Wrecks," which, if successful, will contribute much to the easy and safe navigation of that river.

To the ninth interrogatory, I answer: That the best positions for a navy yard in this harbor are at Cock Spur Island, Four Mile Point, and at Fort Jackson.

To the tenth interrogatory, I answer: That the channel opposite to those positions runs close to the present shore.

To the eleventh interrogatory, I answer: That tolerably good water can be obtained at either of those positions, and in any quantity.

To the twelfth interrogatory, I answer: That as to the health of those positions I can only say that there is amongst the inhabitants a diversity of opinion on that subject. They were healthy whilst I was there. The soil, I think, is good.

To the thirteenth interrogatory, I answer: That I had no opportunity to ascertain, from personal observation, anything conclusive with regard to the destructiveness of the worm.

To the fourteenth interrogatory, I answer: That I do not know of anything to prevent wharfing to the channel. The average summit level of the rise of the tide in Savannah is estimated at six feet.

I believe, sir, that you will find in the foregoing report all the information that is necessary to enable you to form a correct opinion of the "practical facilities" of the harbor of Savannah for "naval purposes."

[20TH CONGRESS.]

No. 344.

[1ST SESSION.]

NAVAL REGISTER FOR 1828.

COMMUNICATED TO THE SENATE JANUARY 3, 1828.

NAVY DEPARTMENT, *December 31, 1827.*

Sir: I have the honor to transmit to you herewith, for the use of the members of the Senate, fifty copies of the Naval Register for the year 1828, prepared in obedience to a resolution of Congress, passed on the 13th day of December, 1815.

I am, sir, very respectfully, &c.,

SAM'L L. SOUTHARD.

To the PRESIDENT of the Senate of the United States.

Naval register for 1828.

OFFICE OF THE SECRETARY OF THE NAVY.

Names.	Duty.	Place of birth.	Salary.
Samuel L. Southard	Secretary	New Jersey	\$8,000
Charles Hay	Chief clerk	Virginia	2,000
John Boyle	Corresponding clerk	Ireland	1,600
Benjamin Homans	Corresponding clerk	Massachusetts	1,400
Richard B. Maury	Register	Virginia	1,400
William Cottringer	Warrant clerk	Pennsylvania	1,000
Thomas Fillebrown, jr.	Recording and copying clerk...	Maine	1,000
Thomas Miller	Recording and copying clerk...	Virginia	900
John D. Simms	Recording and copying clerk...	Virginia	900
Nathan Eaton	Messenger	Massachusetts	700
Frederick Lewis	Assistant messenger	Maryland	350

OFFICE OF THE NAVY COMMISSIONERS.

John Rodgers	President Navy Board	Maryland	\$3,500
Lewis Warrington (One vacancy.)	Commissioner	Virginia	3,500
C. W. Goldsborough	Secretary	Maryland	2,000
William G. Ridgely	Chief clerk	Maryland	1,600
John Green	Clerk	Maryland	1,150
Joseph P. M'Corkle	Clerk	Delaware	1,000
James Hutton	Clerk	Pennsylvania	1,000
Robert A. Slye	Clerk	Maryland	1,000
B. S. Randolph	Clerk	Virginia	800
C. Schwarz	Draftsman	Germany	1,000
Richard Elliott	Messenger	Connecticut	700

Naval register for 1828—Continued.
CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	March 9, 1798.	March 5, 1799.	Maryland	Maryland	Maryland	President Navy Board
James Barron	March 9, 1798.	May 22, 1799.	Virginia	Virginia	Virginia	Commandant Navy yard, Gosport.
Wm. Bainbridge	March 9, 1798.	May 20, 1800.	New Jersey	Pennsylvania	New Jersey	Commandant Navy yard, Philadelphia.
Thomas Tigg*	Sept. 3, 1798.	Nov. 22, 1804.	England	New Jersey	Dist. Columbia.	Commandant Navy yard, Washington.
Charles Stewart	March 9, 1798.	April 22, 1806.	Pennsylvania ..	Pennsylvania ..	New Jersey	Waiting orders.
Isaac Hall	March 9, 1798.	April 23, 1806.	Connecticut	Connecticut	Connecticut	Leave of absence.
Isaac Chaney	Sept. 17, 1798.	April 24, 1806.	do	New York	New York	Commandant Navy yard, New York.
Jacob Jones	April 10, 1799.	March 3, 1813.	Delaware	Delaware	Delaware	Commanding Pacific squadron.
Charles Morris	July 1, 1799.	March 5, 1813.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Charlestown.
Arthur Sinclair	Nov. 15, 1798.	July 24, 1813.	Virginia*	Virginia	Virginia	Commanding ahead, Norfolk.
Lewis Warrington	Jan. 6, 1800.	Nov. 22, 1814.	do	do	do	Commissioner Navy Board.
William M. Crane	May 23, 1799.	Nov. 24, 1814.	New Jersey	New Jersey	New Jersey	Commanding Mediterranean squadron.
James T. Leonard	Feb. 26, 1799.	Feb. 4, 1815.	New York	New York	New York	Leave of absence.
James Eiddle	Feb. 12, 1800.	Feb. 28, 1815.	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Commanding Brazilian squadron.
Charles D. Ridgely	Oct. 17, 1799.	Feb. 28, 1815.	Maryland	Maryland	Maryland	Commanding West India squadron.
Donald T. Patterson	Aug. 20, 1800.	Feb. 28, 1815.	New York	New York	Louisiana	Commanding frigate Constitution.
Melancthon T. Woolsey	April 9, 1800.	April 27, 1816.	do	do	New York	Commandant Navy yard, Pensacola.
John O. Creighton	June 25, 1800.	April 27, 1816.	do	do	do	Commandant Navy yard, Portsmouth.
John Downes	June 1, 1802.	March 5, 1817.	Massachusetts ..	Massachusetts ..	Massachusetts ..	Commanding frigate Java.
John D. Henley	Oct. 14, 1799.	March 5, 1817.	Virginia	Virginia	Maryland	Commanding naval officer, Baltimore.
Jease D. Elliott	April 2, 1801.	March 27, 1818.	Maryland	Pennsylvania ..	Pennsylvania ..	Leave of absence.
Robert Henley	April 8, 1799.	March 3, 1825.	Virginia	Virginia	Virginia	Commanding naval officer, Charleston.
Stephen Cassin	Feb. 21, 1800.	March 3, 1825.	Pennsylvania ..	Pennsylvania ..	Dist. Columbia.	Leave of absence.
James Renshaw	July 7, 1800.	March 3, 1825.	do	do	Pennsylvania ..	Leave of absence.
Thomas Brown	April 28, 1801.	March 3, 1825.	Delaware	do	do	Leave of absence.
C. C. B. Thompson	Dec. 22, 1802.	March 3, 1825.	Virginia	Virginia	Virginia	Leave of absence.
Alex. S. Wadsworth	April 2, 1804.	March 3, 1825.	Maine	Maine	Maine	Inspector of ordnance and ammunition.
George W. Rodgers	April 2, 1804.	March 3, 1825.	Maryland	Maryland	Maryland	Waiting orders.
George C. Reel	April 2, 1804.	March 3, 1825.	Ireland	Pennsylvania ..	Pennsylvania ..	Leave of absence.
Henry E. Ballard	April 24, 1804.	March 3, 1825.	Maryland	Maryland	Maryland	Waiting orders.
David Deasen	Oct. 10, 1799.	Jan. 24, 1826.	New Jersey	New Jersey	New Jersey	Leave of absence.
Samuel Woodhouse	May 2, 1801.	March 3, 1827.	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Leave of absence.
Joseph J. Nicholson	April 2, 1804.	March 3, 1827.	Maryland	Maryland	Maryland	Leave of absence.

Captains—33.

* Left out under peace establishment. Reappointed a captain November 22, 1804.

† For changes, see Supplement.

NOTE.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1828—Continued.
MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Carter.....	Dec. 20, 1804.....	April 27, 1816.....	North Carolina.....	North Carolina.....	North Carolina.....	Not on duty.
Waldo Chaucery.....	June 28, 1804.....	March 5, 1817.....	Connecticut.....	New York.....	New York.....	Leave of absence.
E. P. Kennedy.....	Nov. 22, 1805.....	do.....	Maryland.....	District of Columbia.....	Virginia.....	Navy yard, Gosport.
Alexander J. Dallas.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
John B. Nicolson.....	July 4, 1805.....	do.....	Virginia.....	Virginia.....	Virginia.....	Commanding sloop Ontario.
B. V. Hoffman.....	do.....	do.....	New York.....	New York.....	New York.....	Commanding sloop Boston.
Jesse Wilkinson.....	July 10, 1805.....	April 18, 1818.....	Virginia.....	Virginia.....	Virginia.....	Commanding John Adams.
George Baid.....	Nov. 22, 1805.....	March 28, 1820.....	Maryland.....	Maryland.....	Maryland.....	Commanding sloop Natchez.
T. Ap Causely Jones.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John Porter.....	June 20, 1806.....	do.....	Maryland.....	Maryland.....	New Hampshire.....	Leave of absence.
William B. Finch.....	do.....	do.....	England.....	District of Columbia.....	District of Columbia.....	Commanding sloop Vincennes.
William B. Shubrick.....	Aug. 16, 1806.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Commanding sloop Baltimore.
Benjamin W. Booth.....	June 20, 1806.....	do.....	Virginia.....	Virginia.....	Connecticut.....	Commanding sloop Lexington.
Alexander Claxton.....	do.....	do.....	Pennsylvania.....	District of Columbia.....	Pennsylvania.....	Commanding sloop Hornet.
Charles W. Morgan.....	Jan. 1, 1806.....	April 15, 1820.....	Virginia.....	Virginia.....	New York.....	Commanding sloop Falmouth.
Lawrence Kearny.....	July 24, 1807.....	March 3, 1825.....	New Jersey.....	New Jersey.....	New Jersey.....	Commanding sloop Warren.
Foxhall A. Parker.....	Jan. 1, 1808.....	do.....	Virginia.....	Virginia.....	New York.....	Navy yard, New York.
Edward R. M. Gall.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Daniel Turner.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Commanding sloop Erie.
David Conner.....	Jan. 16, 1809.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Commanding sloop Peacock.
John Gallagher, sailingmaster.....	do.....	do.....	do.....	Maryland.....	Maryland.....	Navy yard, Charleston.
Thomas H. Stevens.....	Feb. 8, 1808.....	do.....	South Carolina.....	South Carolina.....	Connecticut.....	Navy yard, Washington.
William M. Hunter.....	Jan. 16, 1809.....	March 21, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
John D. Sloat*.....	Feb. 12, 1800.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Mathew C. Perry.....	March 1, 1809.....	do.....	Rhode Island.....	Rhode Island.....	do.....	Receiving ship, Charleston.
Charles W. Skinner.....	Jan. 16, 1809.....	March 3, 1827.....	Maine.....	Pennsylvania.....	Virginia.....	Receiving ship, Norfolk.
Otho Norris.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John T. Newton.....	do.....	do.....	Virginia.....	Virginia.....	New York.....	Receiving ship at New York.
Joseph Smith.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Maine.....	Receiving ship, Boston.

Masters commandant—29.

LIEUTENANTS.

James P. Oellers, sailingmaster.....	Feb. 28, 1809.....	July 24, 1813.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Suspended.
Samuel W. Adams.....	Jan. 1, 1808.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Receiving ship, New York.
Fredrick W. Smith.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Receiving ship, New York.
Lawrence Rousseau.....	Jan. 16, 1809.....	do.....	Louisiana.....	Louisiana.....	Louisiana.....	Commanding schooner Dolphin.
George W. Storer.....	do.....	do.....	New Hampshire.....	Maine.....	New Hampshire.....	Navy yard, Portsmouth, New Hampshire.
Robert M. Rose.....	May 18, 1809.....	do.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Gosport.

* Left out May 21, 1801. Re-appointed a sailingmaster January 10, 1812.

Naval register for 1828—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Beverly Kennon	May 18, 1809.....	July 24, 1813.....	Virginia	Virginia	Virginia	Leave of absence.
Edward R. Shubrick	Jan. 16, 1809.....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
1814.						
Francis H. Gregory	Jan. 16, 1809.....	June 28, 1814.....	Connecticut	Connecticut	Connecticut	Navy yard, New York.
John H. Clack	Nov. 15, 1809.....	Dec. 9, 1814.....	Virginia	Virginia	Virginia	Navy yard, Pensacola.
Philip F. Voorhees	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Benjamin Cooper	Jan. 16, 1809.....	do	do	do	New York	Commanding schooner Porpoise.
William L. Gordon	Nov. 15, 1809.....	do	Virginia	Virginia	Virginia	Leave of absence.
Silas Duncan	do	do	New Jersey	New Jersey	New Jersey	Waiting orders.
James Kamage, sailingmaster	June 1, 1813.....	do	Ireland	Pennsylvania	Pennsylvania	Delaware 74.
David Geisinger	Nov. 15, 1809.....	do	Maryland	Maryland	Maryland	Navy yard, Philadelphia.
Robert F. Stockton	Sept. 1, 1811.....	do	New Jersey	New Jersey	New Jersey	Surveying.
Isaac M'Kever	Feb. 1, 1809.....	do	Pennsylvania.....	Louisiana	Pennsylvania.....	Commanding schooner Shark.
John P. Zantinger	Nov. 15, 1809.....	do	do	Pennsylvania	do	Receiving ship, Norfolk.
Charles E. Crowley	Jan. 16, 1809.....	do	South Carolina	South Carolina	South Carolina	Sloop Erie.
William D. Salter	Nov. 15, 1809.....	do	New York	New Jersey	New Jersey	Frigate Macedonian.
Charles S. M'Cauley	Jan. 15, 1809.....	do	Pennsylvania.....	Pennsylvania	Pennsylvania	Sloop Boston.
John H. Bell	do	do	North Carolina	North Carolina	North Carolina	Mediterranean.
Thomas M. Newell, sailingmaster	Sept. 11, 1813.....	do	Georgia	Georgia.....	Georgia.....	Delaware 74.
Erie A. F. Valcott	Jan. 25, 1812.....	do	Virginia	Pennsylvania.....	Pennsylvania	Frigate Constitution.
William A. Spencer	Nov. 15, 1809.....	do	New York	New York	New York	Suspended.
Thomas T. Webb	Jan. 1, 1808.....	do	Virginia	Virginia	Virginia	Leave of absence. Sick.
John Percival	March 6, 1809.....	do	Massachusetts	Massachusetts	Massachusetts.....	Leave of absence.
John H. Aulick	Nov. 15, 1809.....	do	Virginia	Maryland	Virginia	Frigate Bramble.
William V. Taylor, sailingmaster	April 28, 1813.....	do	Rhode Island	Rhode Island	Rhode Island.....	Navy yard, Charlestown.
Merrine P. Mix, sailingmaster	July 3, 1813.....	do	Connecticut	New York	Connecticut	Waiting orders.
Baden Dulaney	May 18, 1809.....	do	Virginia	District of Columbia.....	Virginia	Frigate Java.
Silas H. Stringham	Nov. 15, 1809.....	do	New York	New York	New York	Leave of absence.
Wm. A. C. Farragut	Jan. 16, 1809.....	do	Tennessee	Louisiana	Mississippi	Pensacola.
George B. M'Culloch, sailingmaster	July 27, 1813.....	do	Pennsylvania.....	Pennsylvania	Pennsylvania	Frigate Constitution.
Stephen Champlin, sailingmaster	May 22, 1812.....	do	Rhode Island	Connecticut	Connecticut	Leave of absence.
1815.						
Isaac Mayo	Nov. 15, 1809.....	Feb. 4, 1815.....	Maryland	Maryland	Maryland	Leave of absence.
William K. Latimer	do	do	do	do	do	Commanding schooner Grampus.
William Mervine	Jan. 16, 1809.....	do	Pennsylvania.....	Pennsylvania	New York	Sloop Natchez.
Thomas Crabb	Nov. 15, 1809.....	do	Maryland	do	Pennsylvania	Frigate Java.
Edward B. Dabill	do	1, 1815.....	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Thomas Paine, Jr., sailingmaster	Oct. 10, 1812.....	Dec. 1, 1815.....	Rhode Island	South Carolina	Georgia	Furlough.

Navy register for 1828—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1816.						
James Armstrong.....	Nov. 15, 1809....	April 27, 1816....	Kentucky.....	Mississippi.....	Massachusetts.....	Leave of absence.
Joseph Smoot.....	Dec. 1, 1809....	do.....	do.....	do.....	do.....	Leave of absence.
Robert B. Randolph.....	Aug. 15, 1810....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constitution.
Samuel L. Breese.....	Dec. 17, 1810....	do.....	New York.....	Pennsylvania.....	New York.....	Sloop Lexington.
John Evans.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, New York.
Benjamin Page, Jr.....	do.....	do.....	England.....	New York.....	New York.....	Sloop Natchez.
John A. Wish.....	do.....	do.....	Maryland.....	District of Columbia.	District of Columbia.	Sloop Hornet.
John A. Wish.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Receiving ship, Norfolk.
John A. Wish.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Frigate Macedonian.
John A. Wish.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Thomas W. Wyman.....	Dec. 17, 1810....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Andrew Fitzhugh.....	June 9, 1811....	do.....	New York.....	New York.....	New York.....	New York station.
John K. Carter, sailingmaster.....	May 9, 1812....	do.....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
Joseph Cross.....	June 9, 1811....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Delaware 74.
Abraham S. Ten Rick.....	Sept. 1, 1811....	do.....	Virginia.....	Virginia.....	Virginia.....	John Adams.
Thomas S. Hammsley, sailingmaster.....	Jan. 14, 1812....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John White, sailingmaster.....	Dec. 2, 1813....	do.....	Maryland.....	New York.....	Maryland.....	Baltimore station.
William M. Robin.....	May 6, 1812....	do.....	New York.....	do.....	New York.....	Leave of absence.
Hiram Partridge.....	Sept. 1, 1811....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Jonathan D. Williamson.....	do.....	do.....	do.....	do.....	do.....	do.....
1817.						
Uriah P. Levy, sailingmaster.....	Oct. 21, 1812....	March 5, 1817....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles Boreman.....	June 9, 1811....	do.....	Maryland.....	District of Columbia.	Virginia.....	Frigate Java.
French Forrest.....	do.....	do.....	do.....	do.....	District of Columbia.	Sloop Lexington.
Edgar Freeman.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Furlough.
William E. McKenney.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
William J. Bell.....	Sept. 1, 1811....	do.....	Maryland.....	Maryland.....	Maryland.....	Baltimore station.
Charles H. Caldwell.....	do.....	do.....	England.....	Massachusetts.....	Connecticut.....	Leave of absence.
William Jameson.....	do.....	do.....	Virginia.....	District of Columbia.	Virginia.....	Waiting orders.
William Boerum.....	do.....	do.....	New York.....	New York.....	New York.....	Frigate Macedonian.
Charles L. Williamson.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Delaware 74.
Charles Gaunt.....	Sept. 1, 1811....	do.....	do.....	do.....	Pennsylvania.....	Sloop Warren.
William W. Ramsey.....	do.....	do.....	Virginia.....	Virginia.....	District of Columbia.	Leave of absence.
Ralph Vorhees.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Falmouth.
Henry Henry, sailingmaster.....	July 1, 1812....	do.....	Maryland.....	Virginia.....	Pennsylvania.....	Receiving ship, New York.
Samuel W. Downing.....	Sept. 1, 1811....	do.....	New Jersey.....	New Jersey.....	Pennsylvania.....	Frigate Constitution.
William Pottinger.....	do.....	do.....	Maryland.....	Maryland.....	New York.....	Waiting orders.
Henry W. Ogden.....	do.....	do.....	New Jersey.....	Pennsylvania.....	New Jersey.....	Leave of absence.
Alexander Eskridge.....	Jan. 1, 1812....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Eleazer Ridgeway.....	do.....	do.....	Massachusetts.....	New Hampshire.....	New Hampshire.....	Delaware 74.

Naval register for 1828—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
Thomas A. Conover	Jan. 1, 1812....	March 5, 1817....	New Jersey	New Jersey	New Jersey	Waiting orders.
Arleibald S. Campbell.....	do	do	Virginia	Virginia	Virginia	West India squadron.
William Taylor	do	do	do	do	do	Sloop Ontario.
John C. Long	June 18, 1812....	do	New Hampshire	New Hampshire	New Hampshire	Leave of absence.
John H. Graham	do	do	Vermont	New York	New York	Reckless, New York.
John H. Lee	do	do	Virginia	Virginia	Virginia	Leave of absence.
1818.						
James M. McIntosh.....	Sept. 1, 1811....	April 1, 1818....	Georgia	Georgia	Georgia	Leave of absence.
Joshua Tutnall	Jan. 1, 1812....	do	do	do	do	Leave of absence.
William T. Temple	Sept. 1, 1811....	do	Virginia	Virginia	Virginia	Sloop Peacock.
Hugh N. Page	do	do	do	do	do	Leave of absence.
John A. Cook	Jan. 1, 1812....	do	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Ontario.
William Inman	do	do	New York	New York	New York	New York station.
Joel Abbot	June 18, 1812....	do	Massachusetts	Massachusetts	Rhode Island	Leave of absence.
Lewis E. Simonds.....	Jan. 1, 1812....	do	do	South Carolina	Massachusetts	Leave of absence.
John M. Dale	June 18, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
H. H. Cocke	do	do	Virginia	Virginia	Virginia	Waiting orders.
William J. McCluney.....	Jan. 1, 1812....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
E. D. Whitlock	do	do	New Jersey	New Jersey	New Jersey	Receiving ship, Boston.
James Goodrum	June 18, 1812....	do	Virginia	Virginia	Virginia	Leave of absence.
J. B. Montgomery	do	do	New Jersey	New York	New Jersey	Leave of absence.
Horace B. Sawyer	Jan. 4, 1812....	do	Vermont	Vermont	Vermont	Sloop Warren.
C. K. Stribling	Jan. 1, 1812....	do	South Carolina	South Carolina	Virginia	Sloop Vincennes.
Joshua R. Sands.....	June 18, 1812....	do	New York	New York	New York	New York station.
Allen Griffin	Jan. 1, 1812....	do	Maryland	Maryland	Maryland	Leave of absence.
1820.						
John J. Young	Jan. 1, 1812....	March 28, 1820....	New York	New York	New York	Leave of absence.
Charles H. Bell	June 18, 1812....	do	do	do	do	Waiting orders.
Abraham Digelow	do	do	Massachusetts	Massachusetts	Massachusetts	Frigate Macedonian.
Henry C. Newton	June 18, 1812....	March 28, 1820....	Virginia	District of Columbia.	District of Columbia.	Suspended.
Frank Ellery	Jan. 1, 1812....	do	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
Frederick Farnum	June 18, 1812....	do	Massachusetts	Massachusetts	Massachusetts	Sloop Vincennes.
Joseph R. Jarvis	do	do	do	Maine	Maine	Leave of absence.
Thomas W. Fredon.....	do	do	New York	New York	Vermont	Schooner Shark.
James Williams	do	do	West Indies.....	District of Columbia	Virginia	Leave of absence.
Samuel W. Le Compte	Sept. 1, 1811....	do	Maryland	Maryland	Maryland	Waiting orders.
Charles T. Platt	June 4, 1812....	do	New York	New York	New York	Frigate Java.
1821.						
Wm. M. Armstrong.....	Nov. 30, 1814....	March 3, 1821....	Kentucky	Mississippi	Kentucky	Waiting orders.

Naval register for 1828—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Wm. F. Shields	Feb. 2, 1814.....	March 3, 1821.....	Georgia.....	Louisiana.....	Georgia.....	Frigate Constitution.
G. J. Pendergast.....	Jan. 1, 1812.....	do	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Wm. C. Nicholson.....	June 18, 1812.....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
James B. Cooper, sailingmaster	July 9, 1812.....	April 22, 1822.....	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, Philadelphia.
1822.						
Daniel H. Mackey.....	April 16, 1813.....	Jan. 13, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
E. W. Carender.....	July 16, 1813.....	do	New York.....	New York.....	New York.....	Sloop Falmouth.
John L. Saunders.....	Nov. 15, 1809.....	do	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Joseph B. Hull, jr.....	Nov. 9, 1813.....	do	New York.....	Connecticut.....	Connecticut.....	Leave of absence.
Jett Stone Paine.....	do	do	Maine.....	Maine.....	Maine.....	Waiting orders.
John E. Prentiss.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Rendezvous, Boston.
John M. Sullivan.....	March 1, 1813.....	do	New York.....	New York.....	New York.....	Sloop Vincennes.
Joseph Morehead.....	Nov. 9, 1813.....	do	Maryland.....	Ohio.....	Ohio.....	Rendezvous, Philadelphia.
Thomas Pettigru.....	Jan. 1, 1812.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Waiting orders.
Augustus Cutts, jr.....	Nov. 9, 1813.....	do	Maine.....	Maine.....	Maine.....	Leave of absence.
John S. Chamney.....	Jan. 1, 1812.....	do	New York.....	New York.....	New York.....	Delaware 74.
Irvine Shubrick.....	May 12, 1814.....	do	South Carolina.....	South Carolina.....	Delaware.....	Delaware 74.
Charles Elbery.....	March 8, 1814.....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Thomas R. Garry.....	Dec. 6, 1814.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John Kelly.....	Feb. 1, 1814.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Washington.
Edmund Byrne.....	Feb. 1, 1814.....	do	do	do	do	Delaware 74.
Edward S. Johnson.....	Nov. 30, 1814.....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Natchez.
William H. Gardner.....	Dec. 6, 1814.....	do	Maryland.....	Maryland.....	Virginia.....	Frigate Guerriere.
David G. Farragut.....	Dec. 17, 1810.....	do	Tennessee.....	Tennessee.....	Tennessee.....	Receiving ship, Norfolk.
Richard S. Pinckney.....	August 2, 1814.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Waiting orders.
Stephen B. Wilson.....	Jan. 1, 1812.....	do	New York.....	New York.....	New York.....	Rendezvous, Baltimore.
Edward C. Rutledge.....	Nov. 30, 1814.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
William S. Harris.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Delaware 74.
Thomas Dornin.....	May 2, 1815.....	do	Ireland.....	Maryland.....	Maryland.....	Frigate Brandywine.
Robert B. Cunningham.....	Nov. 30, 1814.....	do	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
James Glynn.....	March 4, 1815.....	do	Pennsylvania.....	do	Connecticut.....	Waiting orders.
Joseph Myer.....	Dec. 6, 1814.....	do	North Carolina.....	do	North Carolina.....	Leave of absence.
William C. Wetmore.....	June 18, 1812.....	do	New York.....	New York.....	New York.....	Waiting orders.
Thomas R. Gedney.....	March 4, 1815.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Warren.
John Bubier.....	Nov. 9, 1813.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Victor M. Randolph.....	June 11, 1814.....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Joseph Cutts, jr.....	Dec. 6, 1814.....	do	Maine.....	Maine.....	Maine.....	Leave of absence.
Jacob Crowninshield.....	March 11, 1815.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Erie.
Frederick Eagle.....	Dec. 6, 1814.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.

Naval register for 1828.—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
A. J. D. Browne	Dec. 17, 1810....	Jan. 13, 1825....	Connecticut	Connecticut	Massachusetts	Sloop Boston.
Jesse Smith	March 11, 1815....	do	Massachusetts	Massachusetts	do	Waiting orders.
John H. Smith	Jan. 1, 1815....	do	New York	New York	New York	Furlough.
Francis Sanderson	Feb. 3, 1815....	do	Maryland	Maryland	Maryland	Navy yard, New York.
John Roid	Nov. 30, 1814....	do	Rhode Island	Virginia	Virginia	Frigate Brandywine.
Russell Baldwin	May 17, 1813....	do	Massachusetts	New York	New York	Sloop Ontario.
Jonathan W. Sherburne	Nov. 30, 1814....	do	New Hampshire	New Hampshire	New Hampshire	Surveying.
Robert Ritchie	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
David L. Stewart	do	do	Maryland	Maryland	Maryland	Leave of absence.
Nov.	30, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Delaware 74.
Benjamin Talmadge, jr.	Jan. 24, 1815....	do	Connecticut	Connecticut	Connecticut	Frigate Constitution.
Franklin Duchaux	Jan. 28, 1815....	do	Maryland	Pennsylvania	Pennsylvania	Sloop Natchez.
Hubbard M. Hobbs	March 4, 1815....	do	Virginia	Virginia	Alabama	Waiting orders.
Samuel Mercer	do	do	Maryland	Maryland	Maryland	Waiting orders.
Charles Lowmies	March 18, 1815....	do	do	do	do	Sloop Falmonth.
L. M. Goldsborough	June 18, 1812....	do	District of Columbia	District of Columbia	Maryland	Schooner Porpoise.
George N. Hollis	Feb. 1, 1814....	do	Maryland	Maryland	do	Sloop Hornet.
D. N. Ingraham	June 18, 1812....	do	South Carolina	South Carolina	South Carolina	Sloop Lexington.
John Marston, jr.	April 15, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Frigate Brandywine.
Henry Bruce	Nov. 9, 1813....	do	Maine	do	do	Leave of absence.
William D. Newman	Feb. 1, 1814....	do	New York	New York	New York	Schooner Shark.
Henry A. Adams	March 14, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
Alexander B. Pinkman	June 17, 1814....	do	Massachusetts	Ohio	Massachusetts	Leave of absence.
William H. Hoyer	Nov. 30, 1814....	do	do	Massachusetts	do	Leave of absence.
James D. Knight	do	do	do	do	do	Furlough.
Joseph Mattison	do	do	South Carolina	South Carolina	South Carolina	Waiting orders.
William S. Walker	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Alexander Siddell	do	do	New Hampshire	New Hampshire	Massachusetts	Sloop Erie.
James G. Bingham	Jan. 1, 1815....	do	New York	New York	New York	Leave of absence.
James G. Bingham	Jan. 11, 1815....	do	Virginia	Maryland	Virginia	Navy yard, Pensacola.
George F. Pearson	March 11, 1815....	do	New Hampshire	Massachusetts	Massachusetts	Sloop Ontario.
1826.						
James T. Gerry	Dec. 20, 1815....	April 28, 1826....	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
John S. Nicholas	June 6, 1815....	do	Virginia	Virginia	Massachusetts	Schooner Dolphin.
Samuel F. Dupont	Dec. 19, 1815....	do	New Jersey	Delaware	Delaware	Leave of absence.
William L. Hudson	Jan. 1, 1816....	do	New York	New York	New York	Sloop Warren.
William H. Campbell	May 30, 1816....	do	Maryland	Maryland	Maryland	Schooner Grampus.
Joseph M. Nicholson	Jan. 1, 1817....	do	do	do	do	Waiting orders.
James P. Wilson	do	do	do	do	do	Sloop Erie.
George A. Magruder	do	do	Virginia	Virginia	Virginia	Sloop Vincennes.

Naval register for 1828—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
J. Edward Calhoun.....	May 30, 1816.....	April 25, 1826.....	South Carolina.....	South Carolina.....	Maine.....	Sloop Boston.
John Pope.....	do.....	do.....	Massachusetts.....	Maine.....	Maine.....	Frigate Constitution.
Henry D. Scott.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Go sport ordinary.
Levin M. Powell.....	March 1, 1817.....	do.....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
Charles Wilkes, jr.....	Jan. 1, 1818.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
Elisha Peck.....	March 4, 1817.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
John R. Cox, jr.....	July 4, 1817.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Java.
William Sison.....	do.....	do.....	New York.....	New York.....	New York.....	Sloop Hornet.
John A. Carr.....	do.....	do.....	Maryland.....	Virginia.....	Virginia.....	Leave of absence.
Thomas J. Manning.....	Jan. 1, 1817.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Schooner Porpoise.
William Pearson.....	Jan. 1, 1817.....	do.....	do.....	do.....	do.....	Sloop Hornet.
William Foster.....	Jan. 1, 1817.....	do.....	do.....	do.....	do.....	Leave of absence.
William L. Howard.....	Jan. 10, 1815.....	do.....	Pennsylvania.....	New York.....	do.....	New York station.
William P. Piery.....	March 13, 1815.....	do.....	Pennsylvania.....	District of Columbia.....	do.....	Waiting orders.
Richard A. Jones.....	June 18, 1812.....	do.....	New York.....	New York.....	District of Columbia.....	Frigate Brandywine.
Arch. R. Pogardus.....	Jan. 1, 1817.....	do.....	do.....	do.....	New York.....	Schooner Shark.
John Swatwout.....	Nov. 9, 1813.....	do.....	do.....	do.....	do.....	Receiving ship, New York.
Thomas J. Leib.....	Sept. 1, 1811.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
1827.						
*Theodore Bailey, jr.....	Jan. 1, 1818.....	March 3, 1827.....	New York.....	New York.....	New York.....	Receiving ship, New York.
Samuel Barron.....	Jan. 1, 1812.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Lexington.
George S. Blake.....	Jan. 1, 1818.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
T. M'Kean Buchanan.....	Nov. 3, 1813.....	do.....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Philadelphia.
Samuel B. Cooke.....	Jan. 1, 1818.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
Henry Eagle, jr.....	do.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
Alexander G. Gordon.....	do.....	do.....	District of Columbia.....	District of Columbia.....	Virginia.....	Navy yard, Washington.
Stern Humphreys.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
George Inard, jr.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
Z. F. Johnston.....	do.....	do.....	Maryland.....	Pennsylvania.....	Pennsylvania.....	Sloop Florida.
Robert W. Jones.....	do.....	do.....	New York.....	Maryland.....	Maryland.....	Leave of absence.
Andrew K. Long.....	do.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
John Marshall.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Alexander M. Mull.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
R. R. Pinkham.....	do.....	do.....	Ireland.....	Maryland.....	Maryland.....	Receiving ship, New York.
T. O. Selfridge.....	do.....	do.....	Massachusetts.....	Ohio.....	Ohio.....	Waiting orders.
Albert G. Slaughter.....	do.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Gershon J. Van Brunt.....	Nov. 3, 1818.....	do.....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
John W. West.....	Nov. 3, 1818.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Receiving ship, Boston.
			Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.

Lieutenants—223

* The lieutenants of this date are placed in alphabetical order, because their relative rank cannot be fixed until the examination of all the midshipmen, whose warrants bear date prior to January 1, 1819, is completed.

Naval register for 1828—Continued.

SURGEONS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Edwrd Cutbush, surgeon.....	May 24, 1799.....	June 24, 1799.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Hospital, Washington.
Sam. R. Marshall, surgeon.....	June 14, 1799.....	Jan. 15, 1800.....	Barbadoes.....	do.....	do.....	Hospital, New York.
Lewis Heermann.....	Feb. 8, 1802.....	Nov. 27, 1804.....	Germany.....	Virginia.....	Louisiana.....	Leave of absence.
Jonathan Cowdery.....	Jan. 1, 1800.....	do.....	Massachusetts.....	New York.....	Virginia.....	Receiving ship, Norfolk.
William P. C. Barton.....	June 28, 1809.....	June 28, 1809.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
George Logan, surgeon.....	April 21, 1810.....	April 21, 1810.....	South Carolina.....	South Carolina.....	South Carolina.....	Charleston, South Carolina.
Thomas Harris, surgeon.....	July 6, 1812.....	July 6, 1812.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Hospital, Philadelphia.
William Turk.....	May 15, 1800.....	July 24, 1813.....	New York.....	New York.....	New York.....	Hospital, Boston.
Hyde Ray.....	July 20, 1809.....	do.....	Maryland.....	Maryland.....	Maryland.....	Frigate Java.
Gerard Doyers.....	March 15, 1809.....	July 24, 1813.....	Flanders.....	District of Columbia.....	Virginia.....	Navy yard, Charlestown.
Benjamin P. Kissam, surgeon.....	July 24, 1813.....	do.....	New York.....	New York.....	New York.....	Sloop Falmouth.
John A. Kenny.....	March 3, 1809.....	do.....	Ireland.....	District of Columbia.....	District of Columbia.....	Delaware 74.
Badley Washington.....	May 9, 1810.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
William Swift.....	May 14, 1813.....	April 15, 1814.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Erie.
Thomas B. Saller.....	May 10, 1813.....	May 22, 1815.....	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, Pensacola.
Peter Christie.....	July 8, 1812.....	April 27, 1816.....	do.....	do.....	Pennsylvania.....	Leave of absence.
Samuel Jackson.....	July 10, 1812.....	March 27, 1818.....	New York.....	New York.....	New York.....	Hospital, New York.
Andrew B. Cooke.....	Dec. 21, 1812.....	do.....	do.....	do.....	do.....	Navy yard, New York.
Leonard Osborne.....	April 29, 1813.....	do.....	England.....	District of Columbia.....	Maryland.....	Marine barracks, Washington.
Thomas Williamson.....	May 15, 1813.....	do.....	Maryland.....	Maryland.....	do.....	Hospital, Norfolk.
George S. Sigouton.....	Nov. 8, 1813.....	do.....	do.....	do.....	do.....	Reindeuxons, Baltimore.
Elphinstone Judson.....	Aug. 8, 1815.....	do.....	Massachusetts.....	Massachusetts.....	District of Columbia.....	Leave of absence.
Benajah Ticknor.....	Dec. 10, 1814.....	July 10, 1821.....	Vermont.....	Connecticut.....	Connecticut.....	Frigate Macedonian.
Mordcaid Morgan.....	Dec. 25, 1818.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Reindeuxons, Philadelphia.
Thomas J. Boyd.....	March 28, 1820.....	do.....	Delaware.....	Delaware.....	Delaware.....	Frigate Brandywine.
William Breckmore.....	Jan. 10, 1815.....	do.....	England.....	Massachusetts.....	Maine.....	Reindeuxons, Boston.
James Conick.....	Sept. 11, 1819.....	May 2, 1825.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constitution.
Charles Chase.....	Dec. 10, 1814.....	May 3, 1825.....	Maine.....	Maine.....	Maine.....	Sloop Natchez.
D. S. Edwards.....	July 30, 1818.....	May 5, 1825.....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Boston.
Isaac Hulse.....	May 12, 1823.....	May 6, 1825.....	New York.....	New York.....	Maryland.....	Pensacola station.
A. M. Montgomery.....	July 10, 1814.....	May 7, 1825.....	New Jersey.....	New Jersey.....	New Jersey.....	Hospital, New York.
John S. Wilcy.....	Dec. 20, 1815.....	May 9, 1825.....	Maryland.....	Maryland.....	Maryland.....	Sloop Ontario.
George Terrill.....	March 28, 1820.....	May 22, 1826.....	Virginia.....	Virginia.....	Virginia.....	Sloop Warren.
John Haslett.....	June 30, 1823.....	May 23, 1826.....	South Carolina.....	South Carolina.....	South Carolina.....	New York station.
E. L. Dulary.....	do.....	May 24, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	New York station.
Henry W. Bassett.....	Dec. 24, 1822.....	May 25, 1826.....	Maryland.....	Maryland.....	Maryland.....	Sloop Hornet.
James Page.....	March 5, 1811.....	April 23, 1827.....	do.....	do.....	do.....	Sloop Lexington.

Surgeons—37.

Naval register for 1833—Continued.
SURGEONS' MATES.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Bell.....	Sept. 23, 1811.....	Sept. 25, 1811.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Washington.
T. V. Wiesenthal.....	Dec. 10, 1814.....	Dec. 10, 1814.....	do.....	do.....	do.....	Hospital, Gosport.
James R. Boyce.....	Jan. 31, 1815.....	April 27, 1816.....	Virginia.....	Virginia.....	Virginia.....	John Adams.
Stephen Hupajic.....	June 30, 1823.....	May 26, 1824.....	New York.....	New York.....	New York.....	Leave of absence.
Benjamin R. Tuslar.....	Feb. 1, 1823.....	do.....	do.....	do.....	do.....	Leave of absence.
Waters Smith.....	June 5, 1820.....	do.....	do.....	Florida.....	Florida.....	Leave of absence.
Cornelius Moore.....	May 26, 1824.....	do.....	do.....	New York.....	New York.....	Hospital, Philadelphia.
Benjamin F. Bachle.....	July 9, 1824.....	July 9, 1824.....	Virginia.....	Pennsylvania.....	New Jersey.....	Leave of absence.
R. P. Macomber.....	July 13, 1824.....	July 13, 1824.....	Rhode Island.....	Rhode Island.....	New York.....	Schooner Porpoise.
Augustus A. Allee.....	July 15, 1824.....	July 15, 1824.....	New York.....	New York.....	do.....	New York station.
John R. Chandler.....	Nov. 14, 1824.....	Nov. 14, 1824.....	District of Columbia	District of Columbia	District of Columbia	Schooner Shark.
Thomas Dillard.....	Nov. 15, 1824.....	Nov. 15, 1824.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Charlestown.
Augustin P. Beers.....	Nov. 16, 1824.....	Nov. 16, 1824.....	New York.....	Connecticut.....	Connecticut.....	New York station.
Richard Kennon.....	Nov. 17, 1824.....	Nov. 17, 1824.....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
John H. Inlay.....	Nov. 16, 1824.....	Nov. 16, 1824.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Boston.
James M. Greene.....	April 20, 1825.....	April 20, 1825.....	Ireland.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Gideon White, Jr.....	May 2, 1825.....	May 2, 1825.....	Maryland.....	Maryland.....	Maryland.....	Sloop Warren.
William Plunstead.....	May 13, 1825.....	May 13, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Java.
George W. Codriss.....	May 14, 1825.....	May 14, 1825.....	West Indies.....	New York.....	New York.....	Sloop Falmouth.
John F. Brooke.....	May 16, 1825.....	May 16, 1825.....	Virginia.....	Pennsylvania.....	Virginia.....	Frigate Constitution.
Charles Wayne.....	Aug. 29, 1825.....	Aug. 29, 1825.....	Pennsylvania.....	do.....	Pennsylvania.....	Leave of absence.
Henry S. Cortler.....	May 26, 1826.....	May 26, 1826.....	Maryland.....	Maryland.....	Maryland.....	Frigate Macedonian.
G. R. E. Horner.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Macedonian.
Robert J. Dodd.....	May 29, 1826.....	May 29, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Trumpus.
William Seal.....	June 24, 1826.....	June 24, 1826.....	Delaware.....	do.....	Delaware.....	Sloop Vincennes.
Samuel G. Clarkson.....	Aug. 8, 1826.....	Aug. 8, 1826.....	Pennsylvania.....	do.....	Pennsylvania.....	Sloop Natchez.
Henry C. Pratt.....	Aug. 9, 1826.....	Aug. 9, 1826.....	do.....	do.....	do.....	Delaware 74.
W. S. W. Ruschenberger.....	Aug. 10, 1826.....	Aug. 10, 1826.....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Brandywine.
Samuel B. Malone.....	Aug. 11, 1826.....	Aug. 11, 1826.....	Virginia.....	Alabama.....	Alabama.....	Frigate Brandywine.
Samuel W. Ruff.....	Aug. 12, 1826.....	Aug. 12, 1826.....	do.....	Virginia.....	Virginia.....	Frigate Java.
William C. McCall.....	Aug. 14, 1826.....	Aug. 14, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Dolphin.
Midlin Coulter.....	Aug. 15, 1826.....	Aug. 15, 1826.....	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
William Johnson.....	Aug. 16, 1826.....	Aug. 16, 1826.....	Delaware.....	Delaware.....	Delaware.....	Sloop Hornet.
John Denny.....	Aug. 17, 1826.....	Aug. 17, 1826.....	Maryland.....	Maryland.....	Maryland.....	Sloop Lexington.
Samuel Mosely.....	do.....	do.....	do.....	do.....	do.....	Frigate Constitution.
Wm. Fairlie Patton.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
George W. Palmer.....	Aug. 18, 1826.....	Aug. 18, 1826.....	New York.....	New York.....	New York.....	Leave of absence.

Surgeons' mates—43

Naval register for 1828—Continued.
PURSERS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Isaac Garrison.....	March 9, 1798.....	April 25, 1812.....	Pennsylvania.....	Maryland.....	Virginia.....	Baltimore station.
Clement S. Hunt.....	June 7, 1803.....	do.....	Maryland.....	do.....	Rhode Island.....	Navy yard, Philadelphia.
Gavin Harris.....	April 9, 1804.....	do.....	do.....	District of Columbia.....	Maryland.....	Frigate Java.
John H. Carr.....	June 28, 1804.....	do.....	England.....	Virginia.....	New Jersey.....	Philadelphia station.
Nathaniel Lyde.....	Dec. 10, 1805.....	do.....	Massachusetts.....	Massachusetts.....	New Hampshire.....	Navy yard, Portsmouth, New Hampshire.
Samuel Hambleton.....	Dec. 6, 1806.....	do.....	Maryland.....	District of Columbia.....	Maryland.....	Navy yard, Pensacola.
John B. Timberlake.....	Jan. 9, 1809.....	do.....	Virginia.....	Connecticut.....	District of Columbia.....	Frigate Constitution.
Thomas I. Chew.....	March 9, 1809.....	do.....	Connecticut.....	Connecticut.....	New York.....	New York station.
Lewis Debois.....	March 22, 1810.....	do.....	Massachusetts.....	District of Columbia.....	Massachusetts.....	Not on duty.
Eris A. Thornton.....	Jan. 29, 1811.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James M. Halsey.....	March 2, 1811.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Edward Fitzgerald.....	March 22, 1811.....	do.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.....	Navy yard, Georgetown.
Alexander P. Darragh.....	May 6, 1811.....	do.....	Delaware.....	Delaware.....	Virginia.....	Frigate Macedonian.
William S. Rogers.....	Feb. 26, 1813.....	Feb. 26, 1813.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Boston station.
Samuel P. Todd.....	July 20, 1812.....	March 1, 1813.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
George Beale.....	Jan. 8, 1812.....	July 24, 1813.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James H. Clark.....	July 24, 1813.....	do.....	Connecticut.....	New York.....	New York.....	Navy yard, New York.
Joseph Wilson.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Joseph B. Wilkinson.....	do.....	do.....	Kentucky.....	Mississippi.....	Louisiana.....	Leave of absence.
William Sinclair.....	March 26, 1814.....	do.....	Massachusetts.....	Georgia.....	Georgia.....	Charleston, South Carolina, station.
John N. Todd.....	do.....	do.....	Massachusetts.....	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
Timothy Winn.....	June 29, 1799.....	March 1, 1815.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.....	Navy yard, Washington.
William M. Sands.....	May 20, 1815.....	May 17, 1815.....	Massachusetts.....	Massachusetts.....	New York.....	Sloop Vincennes.
Joseph H. Terry.....	May 20, 1815.....	May 20, 1815.....	New York.....	New York.....	New York.....	Delaware 74.
Thomas Breese.....	June 6, 1815.....	June 6, 1815.....	do.....	do.....	do.....	Leave of absence.
Thomas Breese.....	July 8, 1815.....	July 8, 1815.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Falmouth.
Gardner Thomas.....	July 12, 1815.....	July 12, 1815.....	Massachusetts.....	Massachusetts.....	New York.....	Sloop Warren.
John De Bree.....	Dec. 29, 1817.....	Dec. 29, 1817.....	New Jersey.....	Pennsylvania.....	Virginia.....	Receiving ship, Norfolk.
Charles O. Handy.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Silas Butler.....	April 6, 1799.....	do.....	Connecticut.....	Connecticut.....	New York.....	Delaware 74.
Edward N. Cox.....	do.....	do.....	Maryland.....	New York.....	do.....	Frigate Brandywine.
Nathaniel H. Perry.....	March 28, 1820.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
John N. Hambleton.....	Oct. 26, 1819.....	May 26, 1824.....	Maryland.....	Maryland.....	Maryland.....	Corvette John Adams.
Joseph Watson.....	Sept. 11, 1821.....	do.....	Massachusetts.....	New York.....	New York.....	Sloop Boston.
William M. Murtree.....	Nov. 14, 1823.....	do.....	Pennsylvania.....	New Jersey.....	New Jersey.....	Sloop Ontario.
Garret R. Barry.....	Jan. 15, 1824.....	March 3, 1825.....	do.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William P. Zantinger.....	July 24, 1813.....	do.....	do.....	do.....	do.....	Leave of absence.
Daniel M. F. Thornton.....	Dec. 20, 1824.....	do.....	Virginia.....	Kentucky.....	Virginia.....	Sloop Erie.
Josiah Colston.....	May 28, 1825.....	May 28, 1825.....	Maryland.....	District of Columbia.....	District of Columbia.....	Sloop Satchez.

Naval register for 1838—PURSENS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
PURSENS—42.						
Robert Pattenger	Jan. 9, 1809.....	July 16, 1825....	Maryland.....	Maryland	Maryland	Sloop Hornet.
Dudley Walker	March 4, 1819....	Aug. 21, 1820....	Massachusetts	Massachusetts	Massachusetts	Sloop Peacock.
M'Kean Buchanan.....	Aug. 21, 1826....	do	Maryland	District of Columbia.....	Pennsylvania	Schooner Dolphin.
Henry Eiting	Jan. 1, 1818.....	Nov. 7, 1828....	do	Pennsylvania	do	Schooner Shark.
CHAPLAINS.						
John Cook	May 19, 1812....	May 19, 1812....	England	District of Columbia.....	New York.....	Not on duty.
James Brooks	Dec. 28, 1818....	Dec. 28, 1818....	Virginia	New York.....	Virginia.....	Navy yard, New York.
James Everett	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Adilson Seale	April 27, 1820....	April 27, 1820....	New Hampshire	New Hampshire	New York.....	Leave of absence.
Cave Jones	June 3, 1823....	May 26, 1824....	New York	New York	do	Naval school, New York.
John W. Gier	Oct. 18, 1824....	March 3, 1825....	Pennsylvania.....	Pennsylvania	Pennsylvania	Delaware 74.
John Addison.....	March 3, 1825....	do	Maryland	Maryland	Maryland	Navy yard, Washington.
Edward M'Laughlin.....	April 19, 1826....	April 19, 1826....	New York.....	New York.....	New York.....	Navy yard, Gosport.
Hervey H. Hayes.....	May 3, 1827....	May 3, 1827....	Connecticut.....	Connecticut.....	Connecticut.....	Frigate Java.
MIDSHIPMEN.						
A.						
George Adams.....	Jan. 1, 1818.....	Jan. 1, 1818.....	do	Maryland	do	Leave of absence.
Henry J. Auchmuty	May 10, 1820....	May 10, 1820....	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
Robert W. Allen.....	May 1, 1822....	May 1, 1822....	New Hampshire	Pennsylvania	Pennsylvania	Schooner Grampus.
Joseph Arnold.....	March 4, 1823....	March 4, 1823....	Georgia.....	Georgia.....	Georgia.....	Schooner Dolphin.
Chas. M. Armstrong	do	do	New York.....	New Jersey.....	New Jersey.....	Frigate Constitution.
Garden C. Ashlon	Dec. 9, 1823....	Dec. 9, 1823....	Virginia	Virginia	Virginia	Schooner Grampus.
* Mark T. Anderson	Jan. 1, 1825....	Jan. 1, 1825....	Tennessee.....	Tennessee.....	Tennessee.....	Pensacola station.
* Henry Amelung.....	Feb. 1, 1826....	Feb. 1, 1826....	Louisiana	Louisiana	Louisiana	West India squadron.
B.						
Timothy G. Benham	Nov. 30, 1814....	Nov. 30, 1814....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
Oceas Ballus	Jan. 1, 1817....	Jan. 1, 1817....	District of Columbia.....	New York.....	New York.....	Waiting orders.
Alvan W. J. Bennett	July 4, 1817....	July 4, 1817....	Delaware.....	Delaware.....	Pennsylvania.....	Leave of absence.
Joseph R. Blake	Jan. 1, 1818....	Jan. 1, 1818....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
Edward B. Boutwell.....	March 3, 1819....	March 3, 1819....	Virginia	Virginia	Virginia	Leave of absence.
Joseph R. Brown	July 10, 1819....	July 10, 1819....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
John V. Bispham	Dec. 13, 1819....	Dec. 13, 1819....	do	New Jersey.....	New Jersey.....	Leave of absence.
S. M. Breckinridge	Dec. 15, 1819....	Dec. 15, 1819....	Kentucky.....	Kentucky.....	Kentucky.....	Waiting orders.
Edward O. Blanchard	May 10, 1820....	May 10, 1820....	Virginia	Mississippi.....	Louisiana	Frigate Constitution.
Patrick F. Bralloe	Sept. 1, 1822....	Sept. 1, 1822....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Receiving ship, Boston.

Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

Naval register for 1828—Miscellaneous—Continued.

Name.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John L. Ball.....	Dec. 4, 1822.....	Dec. 4, 1822.....	Virginia.....	Virginia.....	Virginia.....	Ship Florida.
George Briard.....	March 4, 1823.....	March 4, 1823.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Frigate Java.
Robert L. Browning.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Henry H. Bell.....	Aug. 4, 1823.....	Aug. 4, 1823.....	North Carolina.....	North Carolina.....	North Carolina.....	Ship Erie.
Edward Boyd.....	Aug. 19, 1823.....	Aug. 19, 1823.....	New York.....	New York.....	New York.....	Leave of absence.
James I. Boyle.....	Aug. 27, 1823.....	Aug. 27, 1823.....	Maryland.....	District of Columbia.....	District of Columbia.....	Ship Erie.
John R. Bryan.....	Oct. 4, 1823.....	Oct. 4, 1823.....	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
Owen Burns.....	Dec. 1, 1824.....	Dec. 1, 1824.....	North Carolina.....	North Carolina.....	North Carolina.....	Delaware 74.
George M. Bache.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constitution.
Francis Bartlett.....	March 1, 1825.....	March 1, 1825.....	Vermont.....	Pennsylvania.....	Pennsylvania.....	Massachusetts.
Simon B. Bissell.....	do.....	do.....	Georgia.....	New Hampshire.....	New Hampshire.....	Ship Vincennes.
John M. Berrien.....	do.....	do.....	do.....	do.....	do.....	Ship Vincennes.
Thomas W. Brent.....	do.....	do.....	District of Columbia.....	Georgia.....	New Jersey.....	Leave of absence.
Francis G. Beatty.....	Dec. 7, 1825.....	Dec. 7, 1825.....	New York.....	do.....	District of Columbia.....	Frigate Constitution.
Lorenzo T. Bennett.....	April 1, 1826.....	April 1, 1826.....	Virginia.....	Connecticut.....	do.....	Ship Hornet.
William H. Browne.....	Nov. 1, 1826.....	Nov. 1, 1826.....	New Jersey.....	Virginia.....	Virginia.....	Ship Lexington.
Henry Boonem.....	do.....	do.....	Louisiana.....	New York.....	New York.....	Delaware 74.
*Agneur Besque.....	do.....	do.....	do.....	Louisiana.....	Louisiana.....	Frigate Java.
Charles S. Boggs.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Ship Erie.
Philip M. Box.....	do.....	do.....	Georgia.....	do.....	do.....	Ship Warren.
Edmund Burke.....	March 1, 1827.....	March 1, 1827.....	District of Columbia.....	Georgia.....	Georgia.....	Ship Florida.
William W. Becker.....	May 1, 1827.....	May 1, 1827.....	New York.....	District of Columbia.....	District of Columbia.....	Frigate Java.
*Carter Beverley.....	August 1, 1827.....	Aug. 1, 1827.....	Virginia.....	New York.....	New York.....	Delaware 74.
William G. Brown.....	Oct. 1, 1827.....	Oct. 1, 1827.....	Illinois.....	Mississippi.....	Mississippi.....	Delaware 74.
James E. Brown.....	Dec. 1, 1827.....	Dec. 1, 1827.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Joseph S. Cannon.....	Feb. 26, 1814.....	Feb. 26, 1814.....	Delaware.....	Delaware.....	Delaware.....	Waiting orders.
Charles B. Childs.....	Jan. 28, 1815.....	Jan. 28, 1815.....	New York.....	New York.....	New York.....	Norfolk station.
John Cusick.....	May 10, 1820.....	May 10, 1820.....	Pennsylvania.....	District of Columbia.....	District of Columbia.....	Leave of absence.
John Calloun.....	Jan. 25, 1821.....	Jan. 25, 1821.....	do.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Thomas T. Craven.....	May 1, 1822.....	May 1, 1822.....	District of Columbia.....	New Hampshire.....	New York.....	Leave of absence.
C. W. Chumney.....	do.....	do.....	New York.....	New York.....	do.....	Ship Ontario.
W. C. G. Carrington.....	Feb. 6, 1823.....	Feb. 6, 1823.....	North Carolina.....	New York.....	North Carolina.....	Leave of absence.
Horatio N. Cady.....	March 4, 1823.....	March 4, 1823.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Ship Erie.
Philander P. Caneby.....	do.....	do.....	Massachusetts.....	Vermont.....	Vermont.....	Ship Florida.
Walter C. Cutts.....	do.....	do.....	Maine.....	Maine.....	Maine.....	District of Columbia.
Jerome Callum.....	do.....	do.....	Pennsylvania.....	Indiana.....	Pennsylvania.....	Frigate Macedonian.
Frederick Chataud.....	Nov. 16, 1824.....	Nov. 16, 1824.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Charles Cullon.....	Dec. 1, 1824.....	Dec. 1, 1824.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Ship Hornet.

Naval register for 1828.—MUSKIMEN.—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
D.	John B. Cutting, jr.....	Jan. 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
	John C. Carter.....	do.....	do.....	Kentucky.....	Kentucky.....	Delaware 74.
	Richard S. Cox.....	March 1, 1825.....	New York.....	New Jersey.....	New Jersey.....	Schooner Porpoise.
	John W. Cox, jr.....	do.....	Louisiana.....	Ohio.....	Ohio.....	Sloop Lexington.
	•Daniel Cameron.....	Jan. 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
	•Joseph Cohen.....	Feb. 1, 1826.....	South Carolina.....	South Carolina.....	South Carolina.....	Delaware 74.
	•Daniel Carter.....	Aug. 1, 1825.....	Ohio.....	Ohio.....	Ohio.....	Frigate Java.
	•William Chandler.....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Frigate Brandywine.
	•Robert A. Cassin.....	Nov. 1, 1826.....	Pennsylvania.....	Louisiana.....	do.....	Sloop Lexington.
	•William C. Chaplin.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
	•M. G. L. Claiborne.....	Feb. 1, 1827.....	Tennessee.....	Tennessee.....	Tennessee.....	Waiting orders.
	•Overton Carr.....	March 1, 1827.....	District of Columbia.....	Indiana.....	District of Columbia.....	Frigate Java.
	•Ferrel M. Crenshaw.....	Dec. 1, 1827.....	Alabama.....	Alabama.....	District of Columbia.....	Waiting orders.
	Albert E. Downes.....	Jan. 1, 1818.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
	Fitz Allen Doug.....	July 1, 1821.....	New York.....	South Carolina.....	South Carolina.....	Frigate Macedonian.
	Nathaniel W. Duke.....	May 1, 1822.....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Portsmouth.
	John A. Davis.....	March 4, 1822.....	North Carolina.....	Tennessee.....	Louisiana.....	Sloop Erie.
E.	Charles H. Davis.....	Aug. 12, 1823.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Erie.
	Charles H. Durysee.....	Aug. 19, 1823.....	New York.....	do.....	do.....	Sloop Ontario.
	Era T. Doughty.....	May 3, 1824.....	do.....	do.....	do.....	Frigate Constitution.
	James F. Duncan.....	Nov. 12, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
	John C. Davidson.....	Nov. 22, 1825.....	Nov. 22, 1825.....	District of Columbia.....	District of Columbia.....	Frigate Macedonian.
	•John A. Dahlgren.....	Feb. 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
	•Henry D'Arcental.....	April 1, 1826.....	Louisiana.....	Louisiana.....	Louisiana.....	Sloop Warren.
	•Benjamin M. Davo.....	Dec. 1, 1826.....	Virginia.....	Virginia.....	District of Columbia.....	Delaware 74.
	•Charles D. Drake.....	April 1, 1827.....	Ohio.....	Ohio.....	Ohio.....	Waiting orders.
	•John De Camp.....	Oct. 1, 1827.....	do.....	do.....	do.....	Waiting orders.
	•Alexander L. Deale.....	Nov. 1, 1827.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
	Francis B. Ellison.....	May 28, 1819.....	New York.....	New York.....	New York.....	Leave of absence.
	William B. Everett.....	Feb. 1, 1825.....	Maryland.....	Maryland.....	Rhode Island.....	Waiting orders.
	Alexander H. Edwards.....	March 4, 1825.....	Indiana.....	Michigan.....	Michigan.....	Frigate Constitution.
	•Thomas O. L. Elwyn.....	Sept. 19, 1825.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Frigate Macedonian.
	•Stephen D. Elliott.....	March 1, 1827.....	Mississippi.....	Mississippi.....	Mississippi.....	Sloop Erie.
	•Joseph Eckford.....	May 1, 1827.....	New York.....	New York.....	New York.....	Waiting orders.
F.	Lewis C. F. Fatio.....	March 8, 1822.....	Pennsylvania.....	Florida.....	Florida.....	Waiting orders.

Naval register for 1828—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rank.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
G.						
Andrew H. Foot.....	Dec. 4, 1825....	Dec. 4, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Hornet.
Eleazer Farrand.....	March 4, 1825....	March 4, 1825....	New York.....	New Jersey.....	New Jersey.....	Sloop Lexington.
*Archibald B. Fairfax.....	August 4, 1825....	Aug. 4, 1825....	Virginia.....	Virginia.....	Virginia.....	Sloop Lexington.
Robert Fitzhugh.....	Jan. 1, 1825....	Jan. 1, 1825....	Maryland.....	New York.....	New York.....	Frigate Macdonald.
Timothy B. Field.....	March 1, 1825....	March 1, 1825....	Connecticut.....	Massachusetts.....	Massachusetts.....	Sloop Warren.
*William C. Farrar.....	April 1, 1825....	April 1, 1825....	Missouri.....	Missouri.....	Missouri.....	Frigate Java.
*James N. Fargyth.....	Nov. 1, 1825....	Nov. 1, 1825....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Java.
John Fisher.....	do.....	do.....	Delaware.....	Delaware.....	Delaware.....	Sloop Hornet.
William Green.....	Jan. 1, 1818....	Jan. 1, 1818....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
William M. Gledy.....	do.....	do.....	do.....	Maryland.....	Maryland.....	Waiting orders.
Charles W. Gay.....	Oct. 27, 1818....	Oct. 27, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John Graham.....	Feb. 27, 1819....	Feb. 27, 1819....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Sylvanus Gordon.....	March 4, 1819....	March 4, 1819....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Macedonian.
Alexander Gilson.....	July 4, 1825....	July 4, 1825....	Virginia.....	Virginia.....	Virginia.....	Schooner Grampus.
John J. Glisson.....	Feb. 1, 1825....	Feb. 1, 1825....	New York.....	New York.....	New York.....	Sloop Warren.
Guerit Gansvoort.....	March 4, 1825....	March 4, 1825....	do.....	do.....	do.....	Leave of absence.
Isabel S. Griffin.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William F. Grymes.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Boston.
*Holmuth J. Guelcke.....	Aug. 19, 1825....	Aug. 19, 1825....	West Indies.....	New Jersey.....	New Jersey.....	Sloop Ontario.
James B. Gwentworth.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	do.....	Frigate Brandywine.
J. R. Gollabrough.....	Nov. 16, 1824....	Nov. 16, 1824....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Warren.
John W. Graham.....	Jan. 1, 1825....	Jan. 1, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
John P. Gillis.....	Dec. 12, 1825....	Dec. 12, 1825....	Delaware.....	Illinois.....	Illinois.....	Frigate Brandywine.
Spencer C. Gist.....	May 1, 1825....	May 1, 1825....	Tennessee.....	Tennessee.....	Tennessee.....	Schooner Shark.
*Charles Green.....	do.....	May 1, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Erie.
John M. Garber.....	June 1, 1825....	June 1, 1825....	Pennsylvania.....	Maryland.....	Pennsylvania.....	Schooner Shark.
*Oliver S. Glisson.....	Nov. 1, 1825....	Nov. 1, 1825....	Ohio.....	Indiana.....	Indiana.....	John Adams.
Theodore P. Green.....	do.....	do.....	Vermont.....	Vermont.....	Vermont.....	Sloop Warren.
*George R. Gray.....	do.....	do.....	Delaware.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
*Alberto Griffith.....	do.....	do.....	Virginia.....	Virginia.....	Pennsylvania.....	Frigate Java.
*Edwin L. Greenwood.....	Dec. 1, 1825....	Dec. 1, 1825....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
*Samuel T. Gillet.....	do.....	do.....	New York.....	Indiana.....	Indiana.....	Sloop Lexington.
*James M. Gilliss.....	March 1, 1827....	March 1, 1827....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Delaware 74.
*William C. Griffin.....	Oct. 1, 1827....	Oct. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
*Joseph F. Green.....	Nov. 1, 1827....	Nov. 1, 1827....	Maine.....	Maine.....	Maine.....	Waiting orders.
H.						
Andrew A. Harwood.....	Jan. 1, 1818....	Jan. 1, 1818....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Jehn Hamilton.....	July 4, 1818....	July 4, 1818....	New York.....	New York.....	New York.....	Leave of absence.

Naval register for 1828—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James T. Romans	Dec. 3, 1819....	Dec. 3, 1819....	Massachusetts....	Massachusetts....	Massachusetts....	Sloop Boston.
Cary H. Hansford	May 10, 1820....	May 10, 1820....	Virginia	Virginia	Virginia	Frigate Constitution.
Paul H. Hayne	do	do	South Carolina....	South Carolina....	South Carolina....	Frigate Constitution.
Thomas J. Harris	May 1, 1822....	May 1, 1822....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Leave of absence.
William W. Hunter	do	do	do	Kentucky	Louisiana	Leave of absence.
John W. Hunt, jr.	do	do	Kentucky	Kentucky	Kentucky	Leave of absence.
Samuel F. Hazard	Jan. 1, 1823....	Jan. 1, 1823....	Rhode Island....	Rhode Island....	Rhode Island....	Schooner Shark.
Edward Hoban	Feb. 1, 1823....	Feb. 1, 1823....	District of Columbia.	District of Columbia.	District of Columbia.	Schooner Shark.
Neil M'C. Howison	do	do	Virginia	Virginia	Virginia	Leave of absence.
Edward H. Hubbard	March 4, 1823....	March 4, 1823....	Maine	Maine	Maine	Leave of absence.
John E. Holt, jr.	do	do	Virginia	Virginia	Virginia	Leave of absence.
William C. Homes	Aug. 25, 1823....	Aug. 25, 1823....	Massachusetts....	Massachusetts....	Massachusetts....	Delaware 74.
William E. Hunt	Oct. 28, 1823....	Oct. 28, 1823....	New Jersey	New Jersey	New Jersey	Sloop Hornet.
Henry Hoff	do	do	Pennsylvania....	South Carolina....	South Carolina....	Frigate Constitution.
Horatio M. Houston	May 12, 1824....	May 12, 1824....	do	Pennsylvania....	Pennsylvania....	Leave of absence.
George M. Hoose	Oct. 21, 1824....	Oct. 21, 1824....	Virginia	Virginia	Virginia	Sloop Falmouth.
Charles G. Hunter	Nov. 16, 1824....	Nov. 16, 1824....	New Jersey	New Jersey	New Jersey	Schooner Porpoise.
William A. Howard	Jan. 1, 1825....	Jan. 1, 1825....	Maine	Maine	Maine	Sloop Boston.
John S. Hart	do	do	Kentucky	Kentucky	Kentucky	Schooner Shark.
Robert B. Hitchcock	do	do	Connecticut	Connecticut	Connecticut	Delaware 74.
George Horst	do	do	Pennsylvania....	Pennsylvania....	Pennsylvania....	Leave of absence.
Mark Hole	March 1, 1825....	March 1, 1825....	Vermont	Vermont	Vermont	Sloop Falmouth.
Timothy A. Hunt	Aug. 1, 1825....	Aug. 1, 1825....	Connecticut	Connecticut	Connecticut	Sloop Vincennes.
William F. Hoose	Nov. 9, 1825....	Nov. 9, 1825....	Sweden	Sweden	Sweden	Sloop Warren.
Robert M. Harrison	Feb. 1, 1826....	Feb. 1, 1826....	Rhode Island....	Rhode Island....	Rhode Island....	John Adams.
Robert Handy	March 1, 1826....	March 1, 1826....	North Carolina....	North Carolina....	North Carolina....	Leave of absence.
John Hacker	do	do	Kentucky	Kentucky	Kentucky	Schooner Dolphin.
George N. Hawkins	June 1, 1826....	June 1, 1826....	South Carolina....	South Carolina....	South Carolina....	Schooner Dolphin.
Francis Hager	do	do	Maryland	Maryland	Maryland	Delaware 74.
Edward L. Handy	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey	New Jersey	New Jersey	Sloop Erie.
Lewis P. Higbee	do	do	Maine	Maine	Maine	Sloop Hornet.
Charles Heywood	Feb. 1, 1827....	Feb. 1, 1827....	North Carolina....	North Carolina....	North Carolina....	Sloop Florida.
Adelison C. Hinton	do	do	Connecticut	Connecticut	Connecticut	Sloop Erie.
Erastus Huntington	March 1, 1827....	March 1, 1827....	Virginia	Virginia	Virginia	John Adams.
Robert Emmett Hoose	do	do	New York	New York	New York	Delaware 74.
Samuel Haigt	April 1, 1827....	April 1, 1827....	North Carolina....	North Carolina....	North Carolina....	Sloop Lexington.
Alexander M. Henderson	June 1, 1827....	June 1, 1827....	Maryland	Maryland	Maryland	Naval school, Norfolk.
Isachariah Holland	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky	Kentucky	Kentucky	Delaware 74.
Henry C. Hart	Nov. 1, 1827....	Nov. 1, 1827....	District of Columbia.	District of Columbia.	District of Columbia.	Naval school, Norfolk.
Bushrod W. Hunter	do	do	Virginia	Virginia	Virginia	Waiting orders.

Naval register for 1828—MISSEURES—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
I.						
Jonathan Ingersoll.....	March 4, 1823.....	March 4, 1823.....	Connecticut.....	Connecticut.....	Connecticut.....	Frigate Constitution.
Harry Ingersoll.....	Feb. 28, 1824.....	Feb. 28, 1824.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
William F. Irving.....	Jan. 1, 1825.....	Jan. 1, 1825.....	New York.....	New York.....	New York.....	Frigate Brandywine.
Edgar Irving.....	Nov. 1, 1826.....	Nov. 1, 1826.....	do.....	do.....	do.....	Sloop Warren.
J.						
Joshua H. Jordin.....	Nov. 30, 1814.....	Nov. 30, 1814.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
Charles H. Jackson.....	March 4, 1818.....	March 4, 1818.....	Georgia.....	Georgia.....	Georgia.....	Waiting orders.
Kinsey Johns.....	Jan. 1, 1823.....	Jan. 1, 1823.....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
Robert Jones.....	March 4, 1825.....	March 4, 1823.....	Louisiana.....	Louisiana.....	Louisiana.....	Sloop Ontario.
John T. Jenkins.....	do.....	do.....	New York.....	New York.....	New York.....	Frigate Constitution.
Stephen Johnston.....	June 28, 1823.....	June 28, 1823.....	Indiana.....	Ohio.....	Ohio.....	Delaware 74.
William J. Jenkins.....	March 1, 1825.....	March 1, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
James W. M. Jenkins.....	August 1, 1826.....	August 1, 1826.....	Georgia.....	Georgia.....	Georgia.....	Receiving ship, Norfolk.
William P. Jones.....	Jan. 1, 1827.....	Jan. 1, 1827.....	Illinois.....	Missouri.....	Missouri.....	Sloop Falmouth.
Robert E. Johnson.....	Oct. 1, 1827.....	Oct. 1, 1827.....	North Carolina.....	North Carolina.....	North Carolina.....	John Adams.
K.						
William H. Kennon.....	Jan. 1, 1817.....	Jan. 1, 1817.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
C. H. A. H. Kennedy.....	Feb. 10, 1819.....	Feb. 10, 1819.....	do.....	do.....	do.....	Sloop Warren.
Augustus H. Killy.....	July 4, 1821.....	July 4, 1821.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Lewis G. Keith.....	July 1, 1825.....	July 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constitution.
L.						
Arthur Lewis.....	Jan. 1, 1817.....	Jan. 1, 1817.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John H. Little.....	Jan. 1, 1818.....	Jan. 1, 1818.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William F. Lynch.....	Jan. 26, 1819.....	Jan. 26, 1819.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James L. Lardner.....	May 10, 1820.....	May 10, 1820.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
Samuel Lockwood.....	July 12, 1820.....	July 12, 1820.....	Connecticut.....	New York.....	New York.....	Sloop Warren.
Shiloh Smith Lee.....	Dec. 30, 1820.....	Dec. 30, 1820.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
N. C. Lawrence.....	May 1, 1822.....	May 1, 1822.....	New York.....	New York.....	New York.....	Leave of absence.
James B. Lardner.....	Dec. 4, 1822.....	Dec. 4, 1822.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William B. Line.....	March 4, 1823.....	March 4, 1823.....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Grampus.
Robert J. Livingston.....	April 15, 1824.....	April 15, 1824.....	New York.....	New York.....	New York.....	Waiting orders.
Joshua W. Larkin.....	Dec. 1, 1824.....	Dec. 1, 1824.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
Joseph Lauman.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Connecticut.....	Connecticut.....	Connecticut.....	Frigate Macedonian.
Wm. P. Livingston.....	March 1, 1825.....	March 1, 1825.....	New York.....	New York.....	New York.....	Frigate Macedonian.
Samuel Phillips Lee.....	Nov. 22, 1825.....	Nov. 22, 1825.....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
Creston Laurie.....	Nov. 1, 1826.....	Nov. 1, 1826.....	District of Columbia.....	Tennessee.....	District of Columbia.....	Delaware 74.
William Lambart.....	Dec. 1, 1826.....	Dec. 1, 1826.....	do.....	Alabama.....	Alabama.....	Sloop Natchez.

Naval register for 1828—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rank.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
•William B. Ludlow	May 1, 1827....	May 1, 1827....	Delaware	Maryland	Massachusetts.....	Delaware 74. Waiting orders.
•Levi Lincoln, Jr.	Nov. 1, 1827....	Nov. 1, 1827....	Massachusetts.....	Massachusetts.....	do	
M.						
H. A. H. Morris	Jan. 1, 1817....	Jan. 1, 1817....	England	New York	New York.....	Leave of absence.
Henry W. Morris	Aug. 21, 1819....	Aug. 21, 1819....	New York	do	do	Leave of absence.
John Manning	May 10, 1820....	May 10, 1820....	North Carolina	North Carolina	North Carolina	Leave of absence.
Richard D. Milten	do	do	Georgia	Georgia	Georgia	Furlough.
Richard B. M'Mullin	do	do	New York	New York	New York.....	Leave of absence.
John W. Moores	do	do	do	do	do	Leave of absence.
Richard H. Morris	do	do	Vermont	Vermont	Vermont	Waiting orders.
John H. Marshall	do	do	Virginia	Louisiana	Louisiana	Frigate Constitution.
Charles H. M'Blair	March 4, 1823....	March 4, 1823....	Maryland	Maryland	Maryland	John Adams.
•William M. A. Moore	Aug. 19, 1823....	Aug. 19, 1823....	Virginia	Virginia	Virginia	John Adams.
Samuel Evans Mann	Aug. 27, 1823....	Aug. 27, 1823....	Maryland	New York	Maryland	Sloop Ontario.
Albert M'Daniel	do	do	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
Murray Mason	Nov. 14, 1823....	Nov. 14, 1823....	do	do	do	Sloop Ontario.
John H. Maulsby	April 21, 1824....	April 21, 1824....	Maryland	Maryland	Maryland	Leave of absence.
John S. Missouen	June 27, 1824....	June 27, 1824....	South Carolina	South Carolina	South Carolina	Leave of absence.
Alexander H. Marbury	July 14, 1824....	July 14, 1824....	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
William M'Blair	Nov. 16, 1824....	Nov. 16, 1824....	Maryland	Maryland	Maryland	Sloop Falmouth.
Henry Midlin	Dec. 1, 1824....	Dec. 1, 1824....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Rendezvous, Philadelphia.
Thomas A. Moll	do	do	Maryland	Maryland	Maryland	Leave of absence.
•Augustus Marrast	Jan. 1, 1825....	Jan. 1, 1825....	Virginia	Alabama	Alabama	John Adams.
Edwin W. Moore	do	do	District of Columbia.	Virginia	Virginia	Sloop Hornet.
Matthew F. Maury	Feb. 1, 1825....	Feb. 1, 1825....	Virginia	Tennessee	do	Sloop Vincennes.
John K. Mitchell	do	do	North Carolina	Florida	Florida	Delaware 74.
•Henry Moor	March 1, 1825....	March 1, 1825....	Maine	Maine	Maine	Sloop Boston.
Henry Kip Mower	do	do	New York	New York	New York	Frigate Constitution.
•Heratio G. Myers	Nov. 23, 1825....	Nov. 23, 1825....	South Carolina	South Carolina	South Carolina	Frigate Brandywine.
•Ezekiel Mulford	Feb. 1, 1826....	Feb. 1, 1826....	New York	New York	New York	Frigate Javo.
•Alexander C. Maury	do	do	Tennessee	Tennessee	Tennessee	Frigate Macedonian.
•Thomas W. Melvill	do	do	France	Massachusetts.....	Massachusetts.....	Schooner Dolphin.
James P. McKinty	do	do	New York	Michigan	Michigan	Sloop Warren.
James T. M'Donough	April 1, 1826....	April 1, 1826....	Delaware	Connecticut	Delaware	Sloop Lexington.
•Richard W. Meade	do	do	Spain	Pennsylvania	Pennsylvania	Frigate Brandywine.
•James F. Miller	Nov. 1, 1826....	Nov. 1, 1826....	New Hampshire	Massachusetts	New Hampshire	Sloop Erie.
•D. B. Morgan	Feb. 1, 1827....	Feb. 1, 1827....	Louisiana	Louisiana	Louisiana	Pensola station.
•George Minor	April 1, 1827....	April 1, 1827....	Virginia	Virginia	Virginia	Delaware 74.
•Bernard J. Meiller	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Satchel.

Naval register for 1828—MISSURIEN—Continued.

Names.	Original entry into the service.	Date of present war-rank.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
N.	May 1, 1827....	May 1, 1827....	Kentucky.....	Kentucky.....	Kentucky.....	Delaware 74.
	Oct. 1, 1827....	Oct. 1, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Portsmouth, New Hampshire.
	Nov. 1, 1827....	Nov. 1, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Delaware 74.
	do	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
O.	Sept. 1, 1811....	Sept. 1, 1811....	New York.....	New York.....	New York.....	Receiving ship, New York.
	May 10, 1820....	May 10, 1820....	Virginia.....	Ohio.....	Ohio.....	Sloop Ontario.
	do	do	Georgia.....	Georgia.....	Georgia.....	Surveying.
	Dec. 13, 1823....	Dec. 13, 1823....	Virginia.....	Virginia.....	Arkansas.....	Sloop Ontario.
P.	May 27, 1824....	May 27, 1824....	Kentucky.....	Indiana.....	Indiana.....	Sloop Erie.
	Jan. 1, 1825....	Jan. 1, 1825....	Mississippi.....	Mississippi.....	Mississippi.....	Leave of absence.
	July 26, 1820....	July 26, 1820....	New York.....	New York.....	New York.....	Rembezons, New York.
	Jan. 1, 1825....	Jan. 1, 1825....	Algiers.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
P.	March 1, 1825....	March 1, 1825....	New York.....	New York.....	New York.....	Frigate Brandywine.
	Nov. 30, 1814....	Nov. 30, 1814....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Boston.
	Nov. 3, 1818....	Nov. 3, 1818....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
	do	do	do	do	do	Baltimore station.
P.	Nov. 12, 1819....	Nov. 12, 1819....	New York.....	New York.....	New York.....	Sloop Vincennes.
	May 1, 1822....	May 1, 1822....	Vermont.....	Vermont.....	Vermont.....	Frigate Constitution.
	do	do	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Erie.
	Nov. 22, 1822....	Nov. 22, 1822....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
P.	Jan. 1, 1823....	Jan. 1, 1823....	Louisiana.....	Massachusetts.....	District of Columbia.....	Naval school, Norfolk.
	Jan. 1, 1825....	Jan. 1, 1825....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Lexington.
	March 1, 1825....	March 1, 1825....	Massachusetts.....	Massachusetts.....	District of Columbia.....	Delaware 74.
	do	do	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Lexington.
P.	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Constitution.
	April 12, 1825....	April 12, 1825....	District of Columbia.....	Maryland.....	Maryland.....	Delaware 74.
	Feb. 1, 1826....	Feb. 1, 1826....	Kentucky.....	Kentucky.....	Kentucky.....	Frigate Macedonian.
	Nov. 1, 1826....	Nov. 1, 1826....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Receiving ship, Boston.
P.	August 1, 1827....	August 1, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Falmonth.
	Sept. 1, 1827....	Sept. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
	Oct. 1, 1827....	Oct. 1, 1827....	New York.....	New York.....	New York.....	Waiting orders.
	do	do	Maryland.....	Alabama.....	Maryland.....	Waiting orders.
P.	do	do	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
	Nov. 1, 1827....	Nov. 1, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
	do	do	do	do	do	do
	do	do	do	do	do	do

Naval register for 1828.—MISSISSIPPI.—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
R.						
Edmund M. Russell.....	June 18, 1812.....	June 18, 1812.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John G. Rodgers.....	July 4, 1817.....	July 4, 1817.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John M. Rinker.....	Jan. 1, 1818.....	Jan. 1, 1818.....	Pennsylvania.....	Louisiana.....	Pennsylvania.....	Leave of absence.
Cadw. Ringsdall.....	March 4, 1819.....	March 4, 1819.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Hillary H. Rhodes.....	May 10, 1820.....	May 10, 1820.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Lexington.
Robert G. Robb.....	Sept. 6, 1821.....	Sept. 6, 1821.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Daniel L. Randolph.....	May 1, 1822.....	May 1, 1822.....	do.....	Rhode Island.....	Rhode Island.....	Sloop Warren.
Quinton Ratcliffe.....	Feb. 1, 1823.....	Feb. 1, 1823.....	do.....	Virginia.....	Virginia.....	Leave of absence.
Frederick Rodgers.....	March 4, 1823.....	March 4, 1823.....	Maryland.....	Maryland.....	Maryland.....	Naval school, Norfolk.
William Rowan.....	do.....	do.....	Pennsylvania.....	Ohio.....	Ohio.....	Leave of absence.
H. E. V. Robinson.....	do.....	do.....	Missouri.....	Missouri.....	Missouri.....	Sloop Natchez.
James H. Rowan.....	Aug. 10, 1823.....	Aug. 10, 1823.....	New York.....	New York.....	New York.....	Leave of absence.
Charles S. Renshaw.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
*John A. Russ.....	March 1, 1825.....	March 1, 1825.....	Maine.....	Maine.....	Maine.....	John Adams.
William Rudolf.....	do.....	do.....	Virginia.....	Missouri.....	Missouri.....	Frigate Constitution.
*Charles K. Ruffin.....	Oct. 24, 1825.....	Oct. 24, 1825.....	Ohio.....	Ohio.....	Ohio.....	Schooner Dolphin.
*Stephen C. Rowan.....	Feb. 1, 1826.....	Feb. 1, 1826.....	Ireland.....	do.....	do.....	Sloop Vincennes.
*Robert James Ross.....	Aug. 1, 1826.....	Aug. 1, 1826.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Frigate Brandywine.
Charles S. Ridgely.....	Nov. 1, 1826.....	Nov. 1, 1826.....	Maryland.....	Maryland.....	Maryland.....	Delaware 74.
*William Russell.....	do.....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Hornet.
*John H. Roberts.....	March 1, 1827.....	March 1, 1827.....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
*Thomas R. Rootes.....	do.....	do.....	do.....	Georgia.....	do.....	Sloop Natchez.
*William L. H. Robertson.....	Nov. 1, 1827.....	Nov. 1, 1827.....	District of Columbia.....	Virginia.....	District of Columbia.....	Naval school, Norfolk.
S.						
Isaac S. Sterett.....	March 24, 1819.....	March 24, 1819.....	Maryland.....	Maryland.....	Maryland.....	Sloop Ontario.
Thompson D. Shaw.....	May 10, 1820.....	May 10, 1820.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Macedonian.
Samuel Swartwout.....	do.....	do.....	New York.....	New York.....	New York.....	Frigate Macedonian.
Thomas Sands.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Frigate Java.
Joseph Stallings.....	do.....	do.....	do.....	do.....	do.....	Leave of absence.
Samuel W. Stockton.....	Dec. 1, 1821.....	Dec. 1, 1821.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Sanford A. Street.....	March 4, 1822.....	March 4, 1822.....	New York.....	New York.....	New York.....	Sloop Falmouth.
*David M. Stokes.....	May 1, 1822.....	May 1, 1822.....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Vincennes.
Francis Stone.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Schooner Grampus.
Edward Schermerhorn.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
William J. Stidell.....	Jan. 1, 1823.....	Jan. 1, 1823.....	do.....	do.....	do.....	John Adams.
Philip A. Stockton.....	Feb. 1, 1823.....	Feb. 1, 1823.....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Constitution.
Arthur Sinclair, Jr.....	March 4, 1823.....	March 4, 1823.....	Virginia.....	Virginia.....	Virginia.....	Frigate Macedonian.
William Smith.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.

Naval register for 1828—*Машинер*—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Grey Shipwith.....	March 4, 1823....	March 4, 1823....	Rhode Island.....	Tennessee.....	Tennessee.....	Sloop Vincennes.
Augustus R. Strong.....	June 20, 1823....	June 20, 1823....	Missouri.....	Ohio.....	Ohio.....	Leave of absence.
Lloyd L. Spelman.....	Aug. 19, 1823....	Aug. 19, 1823....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Jonathan W. Swift.....	Aug. 25, 1823....	Aug. 25, 1823....	Massachusetts.....	North Carolina.....	New York.....	Frigate Brandywine.
William C. Seldon.....	Nov. 16, 1824....	Nov. 16, 1824....	Virginia.....	New Jersey.....	District of Columbia.....	Leave of absence.
James W. Southard.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
James B. Sullivan.....	Dec. 1, 1824....	do.....	Massachusetts.....	Massachusetts.....	New York.....	Waiting orders.
John C. Sharp.....	Jan. 1, 1825....	Dec. 1, 1824....	Massachusetts.....	Virginia.....	Virginia.....	Delaware 74.
Benjamin S. Slye.....	March 1, 1825....	Jan. 1, 1825....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Naval school, New York.
N. G. C. Slaughter.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Schooner Grampus.
James F. Schenck.....	Feb. 1, 1826....	do.....	Ohio.....	Ohio.....	Ohio.....	Sloop Natchez.
Buriet Shepard.....	Feb. 1, 1826....	do.....	Connecticut.....	New York.....	New York.....	Sloop Lexington.
Melanchthon Smith.....	March 1, 1826....	March 1, 1826....	New York.....	do.....	do.....	Schooner Dolphin.
Raphael Sumner, jr.....	April 1, 1826....	April 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Sloop Lexington.
John L. Spencer.....	June 1, 1826....	June 1, 1826....	New York.....	New York.....	New York.....	Sloop Falmouth.
Ferdinand Smith.....	July 1, 1826....	July 1, 1826....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Hornet.
Henry A. Steele.....	Nov. 1, 1826....	Nov. 1, 1826....	Delaware.....	Delaware.....	Delaware.....	John Adams.
James R. Sully.....	Feb. 1, 1827....	Feb. 1, 1827....	South Carolina.....	Virginia.....	Virginia.....	Delaware 74.
Jathur Stoddard.....	April 1, 1827....	April 1, 1827....	do.....	New York.....	do.....	Waiting orders.
Hugh H. Stockton.....	July 1, 1827....	July 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
Riché R. Swift.....	Nov. 1, 1827....	Nov. 1, 1827....	do.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
William C. Spencer.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	do.....	Maryland.....	Waiting orders.
T.						
John Leeds Thomas.....	Jan. 1, 1818....	Jan. 1, 1818....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Elias C. Taylor.....	Jan. 1, 1819....	Jan. 1, 1819....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Robert D. Thorburn.....	March 30, 1820....	March 30, 1820....	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
Charles C. Turner.....	May 10, 1820....	May 10, 1820....	do.....	do.....	do.....	Frigate Constitution.
Edward G. Tilton.....	May 1, 1822....	May 1, 1822....	Delaware.....	Delaware.....	Delaware.....	Delaware 74.
Henry K. Thatcher.....	March 4, 1823....	March 4, 1823....	Maine.....	Maine.....	Maine.....	Leave of absence.
Benjamin J. Totten.....	do.....	do.....	West Indies.....	New York.....	New York.....	Sloop Ontario.
John W. Turk.....	do.....	do.....	New York.....	do.....	do.....	Delaware 74.
Peter Turner.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Falmouth.
Charles A. Thompson.....	Aug. 27, 1823....	Aug. 27, 1823....	Maryland.....	Maryland.....	Maryland.....	John Adams.
Bushrod W. Turner.....	Oct. 21, 1824....	Oct. 21, 1824....	Virginia.....	Virginia.....	Virginia.....	Sloop Falmouth.
Alfred Taylor.....	Jan. 1, 1825....	Jan. 1, 1825....	do.....	do.....	do.....	Frigate Brandywine.
Paul H. Trappier.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Henry Tooley.....	do.....	do.....	Tennessee.....	Mississippi.....	Mississippi.....	Delaware 74.
Thomas Turner.....	April 21, 1825....	April 21, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
George M. Thompson.....	Feb. 1, 1826....	Feb. 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.

Naval register for 1828.—MISSISSIPPI—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
•Frederick A. Thompson.....	April 1, 1826.....	April 1, 1826.....	New York.....	New York.....	New York.....	Schooner Porpoise.
•John A. Turley.....	May 1, 1826.....	May 1, 1826.....	Tennessee.....	Tennessee.....	Tennessee.....	Sloop Hornet.
•John R. Tucker.....	June 1, 1826.....	June 1, 1826.....	District of Columbia.....	Indiana.....	District of Columbia.....	Frigate Java.
•Edward R. Thompson.....	Dec. 1, 1826.....	Dec. 1, 1826.....	Pennsylvania.....	New Jersey.....	Pennsylvania.....	Sloop Natchez.
•Henry F. Toulmin.....	Feb. 1, 1827.....	Feb. 1, 1827.....	England.....	Alabama.....	Alabama.....	Naval school, New York.
•Oliver Tod.....	May 1, 1827.....	May 1, 1827.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
•George W. Taylor.....	Nov. 1, 1827.....	Nov. 1, 1827.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
U.						
George P. Upshur.....	April 23, 1818.....	April 23, 1818.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
V.						
H. H. Van Rensselaer.....	May 10, 1820.....	May 10, 1820.....	New York.....	New York.....	New York.....	Leave of absence.
Edward M. Vail.....	Dec. 1, 1821.....	Dec. 1, 1821.....	France.....	District of Columbia.....	District of Columbia.....	Sloop Boston.
Pedro C. Valdes.....	June 16, 1823.....	June 16, 1823.....	Chili.....	Pennsylvania.....	Pennsylvania.....	Sloop Falmouth.
W.						
W. S. J. Washington.....	Feb. 5, 1812.....	Feb. 5, 1812.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Receiving ship, Norfolk.
Wm. G. Woolley.....	Jan. 1, 1817.....	Jan. 1, 1817.....	At sea.....	Maryland.....	Maryland.....	Leave of absence.
Wm. C. Whittle.....	May 10, 1820.....	May 10, 1820.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Hampton Westcott.....	do.....	do.....	District of Columbia.....	New Jersey.....	New Jersey.....	Leave of absence.
•George J. Willard.....	May 1, 1822.....	May 1, 1822.....	.....	.....	.....	Leave of absence.
James M. Watson.....	Feb. 1, 1823.....	Feb. 1, 1823.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Frigate Constitution.
James H. Ward.....	March 4, 1823.....	March 4, 1823.....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
G. G. Williamson.....	June 2, 1824.....	June 2, 1824.....	Virginia.....	Virginia.....	Virginia.....	Schooner Shark.
T. M. Washington.....	Oct. 21, 1824.....	Oct. 21, 1824.....	do.....	do.....	do.....	Leave of absence.
•Dudley G. Woodbridge.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Georgia.....	Massachusetts.....	Georgia.....	Sloop Lexington.
•George B. Wingard.....	March 1, 1825.....	March 1, 1825.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Schooner Dolphin.
•Harry P. T. Wood.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
John William Willis.....	May 1, 1825.....	May 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Schooner Porpoise.
•John C. Winans.....	Nov. 22, 1825.....	Nov. 22, 1825.....	Ohio.....	Ohio.....	Ohio.....	Schooner Porpoise.
•Alexander W. Wilson.....	Feb. 1, 1826.....	Feb. 1, 1826.....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
•William Ward.....	March 1, 1826.....	March 1, 1826.....	New York.....	New York.....	New York.....	Frigate Java.
•Zeb. P. Wardell.....	April 1, 1826.....	April 1, 1826.....	Indiana.....	Indiana.....	Indiana.....	Frigate Brandywine.
•William A. Warris.....	June 1, 1826.....	June 1, 1826.....	New Jersey.....	Kentucky.....	Kentucky.....	Schooner Shark.
Henry H. Walters.....	July 1, 1826.....	July 1, 1826.....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Brandywine.
•John J. White.....	Nov. 1, 1826.....	Nov. 1, 1826.....	Georgia.....	Georgia.....	Georgia.....	Frigate Java.
•S. A. Washington.....	Feb. 1, 1827.....	Feb. 1, 1827.....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
•Henry Walke.....	do.....	do.....	do.....	do.....	do.....	Sloop Natchez.
•A. S. Worth.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
•John A. Window.....	do.....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Falmouth.
•Joseph Woodruff.....	do.....	do.....	Florida.....	Florida.....	Florida.....	West India squadron.

Naval register for 1828.—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Y.	Benjamin C. Wilcox.....	April 1, 1827.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
	Nicholas B. Waters.....	Nov. 1, 1827.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
	William M. Walker.....	do.....	do.....	do.....	District of Columbia	Waiting orders.
	John J. B. Wallbach.....	Dec. 1, 1827.....	do.....	New Hampshire.....	do.....	Waiting orders.
Z.	Alex. K. Yancey.....	April 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
	William S. Young.....	March 1, 1827.....	District of Columbia	District of Columbia	District of Columbia	Sloop Natchez.
	Edward M. Yard.....	Nov. 1, 1827.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
	SAILINGMASTERS.					
William Knight.....	Oct. 2, 1799.....	Oct. 2, 1799.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Edward Barry.....	Feb. 25, 1809.....	Feb. 25, 1809.....	Ireland.....	do.....	do.....	Navy yard, Washington.
Jonathan D. Ferris.....	do.....	do.....	New York.....	New York.....	Louisiana.....	John Adams.
Salvatore Casano.....	Aug. 9, 1809.....	Aug. 9, 1809.....	St. Louis.....	District of Columbia	District of Columbia	Navy yard, Washington.
Augustus Ford.....	March 25, 1810.....	March 25, 1810.....	Rhode Island.....	New York.....	New York.....	Sackett's Harbor.
Bisceo S. Doxey.....	June 24, 1812.....	June 24, 1812.....	Maryland.....	District of Columbia	Maryland.....	Baltimore station.
A. B. Bloodgood.....	June 25, 1812.....	June 25, 1812.....	New York.....	New York.....	New York.....	New York station.
Robert Knox.....	July 20, 1812.....	July 20, 1812.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James B. Potts.....	July 24, 1812.....	July 24, 1812.....	England.....	District of Columbia	Virginia.....	Navy yard, Gosport.
William Vaughn.....	Aug. 22, 1812.....	Aug. 22, 1812.....	Pennsylvania.....	New York.....	New York.....	Furlough.
Marmaduke Dove.....	Aug. 29, 1812.....	Aug. 29, 1812.....	Maryland.....	Maryland.....	District of Columbia	Sloop Warren.
Conradus Bennett.....	Dec. 9, 1812.....	Dec. 9, 1812.....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Receiving ship, Boston.
Charles F. Waldo.....	March 10, 1813.....	March 10, 1813.....	do.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813.....	July 3, 1813.....	do.....	New York.....	New York.....	Receiving ship, New York.
F. H. Ellison.....	do.....	do.....	England.....	do.....	do.....	Navy yard, New York.
Francis Malhavy.....	do.....	do.....	New York.....	do.....	do.....	Ordinary, New York.
Samuel C. Hixon.....	April 30, 1814.....	April 30, 1814.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Macedonian.
D. S. Stellwagen.....	May 14, 1814.....	May 14, 1814.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia station.
James Ferguson.....	May 27, 1814.....	May 27, 1814.....	New York.....	New York.....	Massachusetts.....	Leave of absence.
Robert S. Tatum.....	July 21, 1814.....	July 21, 1814.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Boston.
Joseph Williston.....	Nov. 26, 1814.....	Nov. 26, 1814.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	do.....
William Miller.....	Jan. 28, 1815.....	Jan. 28, 1815.....	Scotland.....	Pennsylvania.....	Pennsylvania.....	Frigate Java.
Nahum Warren.....	Feb. 6, 1815.....	Feb. 6, 1815.....	New Hampshire.....	District of Columbia	District of Columbia	Navy yard, Philadelphia.
Henry Worthington.....	May 2, 1815.....	May 2, 1815.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Pensacola.
John Carlton.....	July 4, 1815.....	July 4, 1815.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Natchez.
A. Cunningham.....	Nov. 15, 1815.....	Nov. 15, 1815.....	South Carolina.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John Robinson.....	Nov. 27, 1815.....	Nov. 27, 1815.....	Massachusetts.....	Virginia.....	Virginia.....	Receiving ship, Norfolk.
James Twiskbury.....	Dec. 11, 1815.....	Dec. 11, 1815.....	do.....	Massachusetts.....	Massachusetts.....	Delaware 74.
Peter Carson.....	Nov. 1, 1816.....	Nov. 1, 1816.....	Pennsylvania.....	Louisiana.....	do.....	Philadelphia station.
					Pennsylvania.....	Ordinary at Gosport.

Naval register for 1828—GUNNERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
G. P. Wilson, (acting)	July 24, 1827....	July 24, 1827....	.....	.....	.....	Sloop Falmouth.
Charles Fales	Oct. 30, 1827....	Oct. 30, 1827....	.....	.....	.....	.....
Gunnery—18.						
Richard Thomas	Jan. 22, 1814....	Jan. 22, 1814....	Maryland	Virginia	Maryland	Frigate Constitution.
Zachariah R. Fuller	April 12, 1815....	April 12, 1815....	Massachusetts	Massachusetts	Massachusetts	Sloop Falmouth.
John Snider	Jan. 1, 1818....	Jan. 1, 1818....	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Pensacola.
Nehemiah Parker	Jan. 27, 1820....	Jan. 27, 1820....	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
Samuel Phillips	May 24, 1821....	May 24, 1821....	New Jersey	New York	New York	Frigate Java.
Thomas Armstrong	June 17, 1822....	June 17, 1822....	Pennsylvania	District of Columbia.	Virginia	Navy yard, Gorport.
John Fisher	March 20, 1823....	March 20, 1823....	Virginia	New York	New York	Leave of absence.
Isaac White	Nov. 29, 1825....	Nov. 29, 1825....	do	Virginia	Virginia	Leave of absence.
John A. Dickason	Dec. 13, 1825....	Dec. 13, 1825....	Massachusetts	Massachusetts	Massachusetts	Sloop Boston.
Caleb Nash, (acting)	May 1, 1826....	May 1, 1826....	Virginia	Virginia	Virginia	Frigate Macedonian.
John Southwick, (acting)	Dec. 21, 1826....	Dec. 21, 1826....	Massachusetts	Massachusetts	Massachusetts	Sloop Warren.
J. Bridger, (acting)	June 12, 1827....	June 12, 1827....	.....	.....	.....	Sloop Natchez.
Ephraim Hald, (acting)	July 24, 1827....	July 24, 1827....	.....	.....	.....	Sloop Erie.
H. Whittington, (acting)	Dec. 10, 1827....	Dec. 10, 1827....	.....	.....	.....	Delaware 74.
Carpenters—14.						
SAILMAKERS.						
Benj. B. Borchstead	April 5, 1821....	April 5, 1821....	Massachusetts	New York	Massachusetts	Frigate Java.
Isaac Hall	April 1, 1822....	April 1, 1822....	Maryland	Virginia	Maryland	Sloop Falmouth.
James R. Childs	June 8, 1822....	June 8, 1822....	do	Maryland	do	Norfolk station.
Nathaniel B. Peed	Oct. 22, 1823....	Oct. 22, 1823....	Virginia	New York	New York	Leave of absence.
Amos Lewis	Jan. 3, 1825....	Jan. 3, 1825....	.....	.....	.....	Waiting orders.
Benjamin Crow	May 5, 1825....	May 5, 1825....	Virginia	Virginia	Virginia	Frigate Macedonian.
Samuel B. Banister	July 17, 1826....	July 17, 1826....	Massachusetts	New York	Massachusetts	Frigate Brandywine.
Christian Nelson, (acting)	Dec. 21, 1826....	Dec. 21, 1826....	Copenhagen	Massachusetts	do	Sloop Warren.
Ross McCoy, (acting)	July 3, 1827....	July 3, 1827....	.....	.....	.....	Sloop Natchez.
Isaac Freeman, (acting)	July 24, 1827....	July 24, 1827....	.....	.....	.....	Sloop Erie.
William Ryan, (acting)	Sept. 18, 1827....	Sept. 18, 1827....	New York	New York	New York	Delaware 74.
Sailmakers—11.						
MARINE CORPS.						
Archibald Henderson, lieut. colonel commandant	June 4, 1806....	Oct. 17, 1820....	Virginia	Virginia	Virginia	Head-quarters.

Naval register for 1823—Continued.
CAPTAINS.

Names.	Original entry into the service.	Date of lunar rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
R. Smith, brevet lieutenant colonel.....	July 28, 1806.....	March 13, 1812....	March 3, 1825....	Maryland.....	Maryland.....	Maryland.....	Delaware 74.
R. D. Wainwright, lieut. colonel by brevet.....	May 9, 1800.....	Sept. 29, 1812....	March 3, 1825....	South Carolina.....	South Carolina.....	South Carolina.....	Commanding at Boston.
Wm. Anderson, major by brevet.....	Feb. 17, 1807....	June 18, 1814....	March 3, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Commanding at Gosport.
Samuel Miller, lieut. colonel by brevet.....	June 1, 1808.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Commanding at Philadelphia.
John M. Gamble, lieut. colonel by brevet.....	Jan. 16, 1809....	do.....	do.....	New Jersey.....	New Jersey.....	New Hampshire.....	Commanding at New York.
Samuel E. Watson.....	July 4, 1812....	March 28, 1820....		Virginia.....	Kentucky.....	Virginia.....	Navy yard, Portsmouth.
William H. Freeman.....	Aug. 14, 1812....	July 17, 1821....		Connecticut.....	Connecticut.....	Connecticut.....	Navy yard, Washington.
J. L. Kuhn, paymaster.....	July 27, 1813....	June 28, 1823....		Maryland.....	Maryland.....	Maryland.....	Head-quarters.
Charles R. Broom.....	do.....	March 7, 1824....		Delaware.....	Delaware.....	Delaware.....	Waiting orders.
Captains—9.							
Levi Twiggs, captain by brevet.....	Nov. 10, 1813....	June 18, 1814....	March 3, 1825....	Georgia.....	Georgia.....	Georgia.....	Furlough.
John Harris, captain by brevet.....	April 13, 1814....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Java.
FIRST LIEUTENANTS.							
Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.	
Thomas A. Linton.....	Feb. 28, 1815....	April 18, 1817....	Virginia.....	Rhode Island.....	Rhode Island.....	Frigate Macedonian.	
Richard T. Auchmuty.....	do.....	do.....	do.....	Rhode Island.....	do.....	Charlestown, Massachusetts.	
James Edelin.....	March 1, 1815....	do.....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.	
P. G. Howle, adjutant and inspector.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Head-quarters.	
E. J. Weed, quartermaster.....	Jan. 16, 1817....	March 3, 1819....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Head-quarters.	
Joseph C. Hall.....	June 10, 1817....	do.....	Maryland.....	Maryland.....	Maryland.....	Delaware 74.	
William W. Delany.....	do.....	June 19, 1819....	Virginia.....	Virginia.....	Virginia.....	Frigate Constitution.	
Thomas S. English.....	do.....	Aug. 11, 1819....	Massachusetts.....	Massachusetts.....	New Hampshire.....	Portsmouth, New Hampshire.	
Thomas B. Barton.....	do.....	Oct. 17, 1820....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.	
George W. Walker.....	do.....	March 3, 1821....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Receiving ship, New York.	
Charles Grymes.....	March 3, 1819....	July 20, 1821....	Virginia.....	Virginia.....	Virginia.....	Georgetown, Virginia.	
Ward Marston.....	do.....	Oct. 30, 1821....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.	
Charles C. Tupper.....	do.....	Jan. 21, 1822....	New York.....	New York.....	New York.....	Sloop Vincennes.	
A. A. Nicholson.....	March 28, 1820....	May 27, 1822....	South Carolina.....	South Carolina.....	South Carolina.....	New York.	
James M. Cawley.....	do.....	Oct. 6, 1822....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.	
Benjamin Macomber.....	do.....	April 2, 1823....	Rhode Island.....	Rhode Island.....	New York.....	Sloop Fairmount.	
A. N. Breeworte.....	do.....	Sept. 26, 1823....	New York.....	New York.....	do.....	New York.	
Andrew Ross.....	March 3, 1821....	Oct. 1, 1824....	do.....	Louisiana.....	do.....	Sloop Natchez.	
Wm. A. Bloodgood.....	do.....	Dec. 1, 1824....	do.....	New York.....	do.....	Sloop Lexington.	
Richard Douglas.....	May 7, 1822....	April 26, 1825....	Pennsylvania.....	New Jersey.....	do.....	Pennsola.	
Job G. Williams.....	do.....	Dec. 27, 1825....	Massachusetts.....	New York.....	Pennsylvania.....	Philadelphia.	

First lieutenants—23.

Naval register for 1828—Continued.
SECOND LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Charles F. Spring.	May 7, 1822....	May 7, 1822....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario, New York.
Alvin Edson.....	do.....	do.....	Vermont.....	Vermont.....	Vermont.....	New York.
Horatio N. Craib.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
Henry B. Tyler.....	March 3, 1823....	March 3, 1823....	Virginia.....	Virginia.....	Virginia.....	Head-quarters, Sloop Boston.
Joseph L. C. Hardy.....	do.....	do.....	New York.....	South Carolina.....	South Carolina.....	Sloop Boston.
George F. Lindsay.....	April 1, 1823....	April 1, 1823....	Virginia.....	Mississippi.....	Mississippi.....	Goport, Va.
Wm. A. Randolph.....	July 30, 1823....	July 30, 1823....	South Carolina.....	South Carolina.....	South Carolina.....	Furrough.
Landon N. Carter.....	May 26, 1824....	May 26, 1824....	Virginia.....	Virginia.....	Virginia.....	Goport, Va.
John G. Reynolds.....	do.....	do.....	New Jersey.....	New York.....	New York.....	New York.
Henry W. Fowler.....	do.....	do.....	New York.....	Louisiana.....	Louisiana.....	Head-quarters, Charlestown, Massachusetts.
Francis C. Hall.....	July 5, 1825....	July 5, 1825....	Maryland.....	Maryland.....	Maryland.....	Sloop Erie.
Constantine Smith.....	Aug. 27, 1825....	Aug. 27, 1825....	Ireland.....	New York.....	New York.....	Leave of absence.
Francis S. Neville.....	May 22, 1826....	May 22, 1826....	Pennsylvania.....	Ohio.....	Ohio.....	Sloop Warren.
Thomas L. C. Watkins.....	do.....	do.....	Maryland.....	District of Columbia.....	District of Columbia.....	Frigate Java.
Thomas Lee.....	Nov. 4, 1826....	Nov. 4, 1826....	do.....	Maryland.....	Maryland.....	Goport, Virginia.
F. N. Armstrong.....	Nov. 13, 1826....	Nov. 13, 1826....	Virginia.....	Virginia.....	Virginia.....	Goport, Virginia.

Second lieutenants—16.

NAVY AGENTS.

Enoch G. Perrett.....	April 21, 1821....	April 21, 1821....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Portsmouth, New Hampshire.
James K. Paulding.....	Jan. 8, 1824....	Jan. 8, 1824....	New York.....	New York.....	New York.....	New York.
George Harrison.....	Nov. 21, 1799....	Nov. 21, 1799....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
James Riddle.....	July 14, 1812....	July 14, 1812....	Delaware.....	Delaware.....	Delaware.....	New Castle, Delaware.
James Beatty.....	May 7, 1810....	May 7, 1810....	Maryland.....	Maryland.....	Maryland.....	Baltimore.
Miles King.....	March 27, 1816....	March 27, 1816....	Virginia.....	Virginia.....	Virginia.....	Norfolk.
William Sinclair, (acting).....	do.....	do.....	Massachusetts.....	Georgia.....	Georgia.....	Charleston, South Carolina.
John P. Henry.....	March 3, 1819....	March 3, 1819....	Georgia.....	do.....	do.....	Savannah.
Nathaniel Cox.....	Jan. 3, 1825....	Jan. 3, 1825....	Pennsylvania.....	Louisiana.....	Louisiana.....	New Orleans.
Nathaniel Amory.....	Oct. 21, 1827....	Oct. 21, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Pensacola.
Richard D. Harris.....	May 6, 1826....	May 6, 1826....	do.....	do.....	do.....	Boston.
Michael Hogan.....	do.....	do.....	Ireland.....	New York.....	New York.....	Valparaiso.
Richard M. Call.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Gibraltar.
Baring, Brothers & Co.....	do.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	London.

Navy agents—14.

NAVAL STOREKEEPERS.

John P. Desatur.....	Feb. 20, 1818....	Feb. 20, 1818....	Pennsylvania.....	New York.....	Pennsylvania.....	Portsmouth, N. H.....	Salary, \$1,500
George Bates.....	Dec. 1, 1818....	Dec. 1, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston.....	1,700
Tunis Craven.....	March 15, 1813....	March 15, 1813....	New Jersey.....	New Hampshire.....	New York.....	New York.....	1,700

Naval register for 1828—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
<i>Ships of the line—7.</i>				
Independence	74	Boston	1814...	In ordinary, at Boston.
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H..	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio	74	New York	1820...	In ordinary, at New York.
North Carolina	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware	74	Gosport, Va.	1820...	In the Mediterranean.
<i>Frigates, 1st class—7.</i>				
United States	44	Philadelphia	1797...	In ordinary, at New York.
Constitution	44	Boston	1797...	In the Mediterranean.
Guerriere	44	Philadelphia	1814...	In ordinary, at Gosport.
Java	44	Baltimore	1814...	In the Mediterranean.
Potomac	44	Washington	1821...	In ordinary, at Washington.
Brandywine	44	Washington	1825...	In the Pacific.
Hudson	44	Purchased	1826...	In ordinary, at New York.
<i>Frigates, 2d class—4.</i>				
Congress	36	Portsmouth, N. H..	1799...	Repairing at Washington.
Constellation	36	Baltimore	1797...	In the West Indies, &c.
Macedonian	36	Captured	1812...	On the coast of Brazil.
Fulton, (steamship) ...	30	New York	1815...	Used as a receiving ship at New York.
<i>Sloops-of-war—12.</i>				
John Adams	24	Charleston, S. C. ...	1799...	In the West Indies, &c.
Cyane	24	Captured	1815...	In ordinary, at Philadelphia.
Hornet	18	Baltimore	1803...	In the West Indies, &c.
Erie	18	Baltimore	1813...	In the West Indies, &c.
Ontario	18	Baltimore	1813...	In the Mediterranean.
Peacock	18	New York	1813...	In ordinary, at New York.
Boston	18	Boston	1825...	On the coast of Brazil.
Lexington	18	New York	1825...	In the Mediterranean.
Vincennes	18	New York	1826...	In the Pacific.
Warren	18	Boston	1826...	In the Mediterranean.
Natchez	18	Norfolk	1827...	In the West Indies, &c.
Falmouth	18	Boston	1827...	In the West Indies, &c.
<i>Schooners, &c.—7.</i>				
Dolphin	12	Philadelphia	1821...	In the Pacific.
Grampus	12	Washington	1821...	In the West Indies, &c.
Porpoise	12	Portsmouth, N. H..	1820...	In the Mediterranean.
Shark	12	Washington	1821...	In the West Indies, &c.
Fox	3	Purchased	1823...	Used as a receiving ship at Baltimore.
Alert, store ship		Captured	1812...	Used as a receiving ship at Norfolk.
Sea Gull, galliot		Purchased	1823...	Used as a receiving ship at Philadelphia.

VESSELS OF THE UNITED STATES NAVY.

	In commission.	In ordinary.	Building at—	Ships of the line.	Frigates.	Sloops-of-war.
Ships of the line	1	6	Portsmouth, N. H.	1	1	1
Frigates, 1st class	3	4	Charlestown, Mass.	2		1
Frigates, 2d class	2	3	Brooklyn, N. Y.		2	
Sloops-of-war	10	3	Washington		1	1
Schooners, &c.	4	3	Gosport	1	1	
	20	19		5	6	4

Recapitulation.

Rank.	Number in service.	Pay per month.	Rations pr day.
Captains.	33	\$100	8
Captains of vessels above twenty and under thirty-two guns		75	6
Masters commandant.	28	60	5
Lieutenants commanding		50	4
Lieutenants.	229	40	3
Surgeons.	37	50	2
Surgeons' mates.	37	30	2
Pursers	42	40	2
Chaplains.	9	40	2
Passed midshipmen		25	2
Midshipmen.	392	19	1
Sailingmasters	33	40	2
Boatswains	14	20	2
Gunners	18	20	2
Carpenters	14	20	2
Sailmakers	11	20	2
Schoolmasters		25	2
Captains' clerks		25	1
Masters' mates		20	1
Boatswains' mates		19	1
Carpenters' mates		19	1
Coxswains		18	1
Quartergunners		18	1
Quartermasters		18	1
Masters-at-arms		18	1
Armorsers		18	1
Stewards		18	1
Coopers		18	1
Cooks		18	1
Marine corps:			
Lieutenant colonels commandant.	1	75	6
Captains	9	40	3
First lieutenants	24	30	3
Second lieutenants.	16	25	2

NOTE.—Whenever any officer shall be employed in the command of a squadron on separate service, the allowance of rations shall be double during the continuance of such command, and no longer.

The commandant of the marine corps receives, in addition to his pay, for the forage of three horses, eight dollars per month each. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

[20TH CONGRESS.]

No. 345.

[1ST SESSION.]

ON CLAIM OF THE OFFICERS AND CREW OF THE KETCH INTREPID TO PRIZE MONEY FOR THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, AT TRIPOLI, IN 1804.

COMMUNICATED TO THE SENATE JANUARY 9, 1828.

Mr. HAYNE, from the Committee on Naval Affairs, to whom was referred the memorial of Susan Decatur, praying for compensation to the officers and crew of the United States ketch Intrepid, for the capture of the frigate Philadelphia, reported:

That the claim is founded on the recapture of the Philadelphia frigate, in the harbor of Tripoli, on the night of the 16th of February, 1804. The circumstances attending that gallant achievement are so well known that the committee will content themselves with a very brief recapitulation of them. Soon after the war with Tripoli had commenced, a small squadron under Commodore Preble was dispatched to the Mediterranean, for the purpose of carrying on hostilities. The United States frigate Philadelphia, of forty-four guns, commanded by Commodore Bainbridge, not long after the arrival of the squadron on the Barbary coast, was unfortunately stranded on rocks, and in that situation, resistance being impossible, she was captured by the enemy, and the whole of the officers and crew were made prisoners and thrown into a dungeon. The frigate was got off without material damage, and immediately taken into the Tri-

politan service, and being speedily manned and ready for sea, was moored in the harbor of Tripoli, within pistol shot of the whole of the Tripolitan marine, mounting altogether upwards of one hundred pieces of heavy cannon, and within the immediate protection of formidable land batteries, consisting of one hundred and fifteen pieces of heavy artillery. It is stated that, besides this force, there were encamped at the time, in the city and its vicinity, twenty thousand troops, and that upwards of one thousand seamen were attached to the fleet in the harbor. At this period the force under Commodore Preble was, by the loss of the Philadelphia, so much reduced as to deprive him of the means of prosecuting hostilities on a scale at all commensurate with the magnitude of the service to be performed—the release of the American captives, and a restoration of an honorable peace. In this state of affairs Stephen Decatur, then a lieutenant, commanding the United States schooner Enterprise, of fourteen guns and seventy men, conceived the idea of entering the harbor of Tripoli at night, and of boarding and recapturing the Philadelphia.

He immediately communicated the daring scheme to his commander, and volunteered his services to execute it. After due deliberation on the proposal, Commodore Preble approved of the plan, and accepted the offer of Decatur's services. Fully aware, however, of the extreme hazard of such an undertaking, and that its success would entirely depend on the secrecy, celerity, and gallantry of its execution, and conceiving that any attempt to bring out the frigate, if captured, must be attended with extraordinary danger to the captors, and expose the vessel to the risk of being retaken; and believing, moreover, that the destruction of the Philadelphia would sufficiently restore the superiority of his own fleet, Commodore Preble gave peremptory orders to Lieutenant Decatur not to attempt to bring the frigate out of the harbor, but, in case of success, to be sure to set fire to the gun room, berths, cock-pit, store rooms forward, berths on the berth deck, and then, after blowing out her bottom, to abandon her. In the execution of these orders, Lieutenant Decatur manned a small ketch of about sixty tons, (which he had just before taken from the Turks,) with seventy officers and men, all volunteers, and sailed from Syracuse, where the American squadron then lay, on the 3d of February 1804. After several days of very tempestuous weather, he arrived off Tripoli, on the 16th of the same month, and immediately proceeding into the harbor, ran up alongside the Philadelphia, about ten o'clock at night, boarded and carried her in the most gallant style, after a short but severe conflict on the decks of the frigate, in which upwards of twenty Turks were killed on the spot, and the rest driven below or overboard. At this period, and while everything around was in darkness, Lieutenant Decatur found himself in quiet possession of his prize; and it is the opinion of the pilot who conducted the ketch into the harbor, as well as of several naval officers who were acquainted with all the circumstances, and the committee are assured it was the decided opinion of Decatur himself, that he could have brought the Philadelphia out of the harbor in safety. The peremptory orders, however, under which he was acting, precluded the attempt, and having deliberately set fire to the vessel, in the manner prescribed by his commander, and having remained on board until the fire had communicated to the rigging and tops, he finally abandoned her, bringing off the whole of his crew under a heavy fire from the batteries and the shipping, without the loss of a single man. It is the belief of the committee that the gallantry of this achievement has very seldom been equaled, and never surpassed, in the naval history of the world. In the language of Commodore Preble, "its merit can hardly be sufficiently estimated; it is above all praise."

Without dwelling on the circumstances which, in their estimation, distinguish this achievement from almost all others, the committee would remark that, when considered *in its effects*—in inspiring the Turk with a dread of American enterprise and valor, (which neither time nor space have been able to remove,) in elevating the American naval character in the estimation of foreign nations, and in inspiring that confidence in ourselves so essential to success, and which, perhaps, has contributed as much as any other cause to our victories on the ocean and the lakes—the destruction of the Philadelphia cannot fail to be regarded as an event of the highest importance to the government and people of the United States. It was so considered when it occurred, and has never ceased to be so regarded by our naval officers, by the government, and by the country at large; and, perhaps, it is not going too far to assert that it is to the profound impression produced by that and other exploits, during the Tripolitan war, that this nation is indebted for a greater exemption from depredations on the part of Turkish cruisers than has been experienced by any other; and that, when difficulties have occurred, they have been adjusted with unexampled celerity, and at an expense of blood and treasure altogether insignificant when compared with that to which the greatest maritime powers of Europe have been subjected under similar circumstances. Without dwelling longer on the merit of the exploit, the committee will come directly to the inquiry whether any and what pecuniary reward ought to be bestowed on the captors of the Philadelphia, according to the practice of our own government in similar cases. At the time of the capture of the Philadelphia the navy was young, and it was the opinion of many, even of our wisest statesmen, that it was not the true policy of the United States to strengthen this arm of the national defence. The system which has since been introduced, and which seems now to unite all suffrages in its favor, had not yet been established, and appropriate rewards for distinguished services had not been provided. Congress, therefore, though appreciating very highly the valor and good conduct of Decatur and his gallant associates, contented themselves with bestowing mere honorary rewards, unless it can be considered as an exception to the remark that they voted *two months' pay* to the officers and men, which, it is understood, the former unanimously declined to receive. When at a later period, however, the people of the United States came to feel and acknowledge the importance of a navy to the national defence, when our officers and men were every day covering themselves and their country with glory, a better and more liberal spirit sprung up and was cherished towards this long neglected department of the public service. Prior to the capture of the Guerriere by the Constitution, we believe, no case had occurred in which a pecuniary reward, for a naval victory, had been paid out of the public treasury. A share in the thing captured was all that the laws or usages of the country allowed; and, if that perished in the conflict, the victors went without their reward. When, however, the navy had fought itself into favor, and our naval heroes came to be regarded with the gratitude and affection which could no longer be withheld, the rule was adopted of paying out of the public purse for the vessels destroyed in battle; and the principle is now settled, from the uniform practice of the government for fourteen years, that a reasonable compensation is to be allowed for vessels sunk in battle, or necessarily destroyed in consequence of injuries received in the conflict. The committee beg leave to annex to this report a list of the vessels so destroyed, with the compensation allowed for each. Conceiving, therefore, that it is the established policy and settled practice of the government to allow compensation in all such cases, (although they do not come within the provisions of the prize acts,) the question now presents itself whether the same liberal prin-

ciple ought not to be extended to the case of the Philadelphia, and whether compensation is not as justly due to the captors of that vessel as to the captors of the Guerriere and the Java, or of the gunboat destroyed on Lake Ontario. On this point your committee are clearly and unanimously of opinion that both justice and policy concur in support of the claim. Where all the facts are notorious, and the merit of the claimants is confessedly of the highest order, the government ought not to avail itself of the mere lapse of time; nor can the committee conceive any sound reason why a rule, founded on justice and enlarged principles of public policy, should not be extended to those who have achieved signal victories, before as well as after its adoption. They have, therefore, no hesitation in recommending that reasonable compensation be now granted to the captors of the Philadelphia.

Two other questions still remain to be considered. The first relates to the amount which ought to be allowed, and the second to the proper distribution of that amount. On the first point the precedents have varied from the grant of the full value of the vessel captured and destroyed, down to a half and even a fourth part of such value. An examination of the annexed list will afford full information on this point.

The petitioner in this case strongly relies on the ground that, as the vessel could have been brought out of the harbor of Tripoli, and was destroyed only in obedience to the orders of Commodore Preble, the captors ought to be remunerated for their loss. And further, that the great disparity of force, making this a case of even higher merit than that of any other frigate ever captured by the American navy, strengthens the claim to a liberal allowance. Viewing the subject in all its bearings, the committee have come to the conclusion to recommend the grant of one hundred thousand dollars, as a reasonable sum to be now paid to the captors of the Philadelphia, being, at the lowest estimate, about one-half of the value of the frigate at the time of her capture.

In relation to the distribution of this amount, they have felt some difficulty. The case, not being one of a vessel brought into port and condemned, does not come within the scope of the prize acts, and the committee is well satisfied that the mode of distribution prescribed by those acts cannot be equitably applied to it. The prize acts are obviously founded on the presumption of capture by a full crew, and it is manifest that a distribution which would be just and proper in the case of a vessel fully officered and manned, might be extremely unequal and unjust when applied to a mere handful of men, filling up none of the classes arranged in these acts. The capture of a frigate of the first class by a lieutenant and seventy men, in a small ketch of four guns, is so out of the usual course, and so contrary to all reasonable calculations, that the existence of such an extraordinary case seems to produce the necessity of providing a new rule for the case itself; and, in the present instance, this can be the more readily done, as the proposed grant is not founded on the letter of the law, but rests entirely in the liberality, and therefore may be regulated by the sound discretion of Congress. After looking carefully into the subject, and consulting experienced naval officers, your committee cannot discover any more equitable rule of distribution than that recommended by the Navy Commissioners in the letters hereto annexed, viz: That after reserving for the commanding officer of the squadron one-twentieth of the whole sum, the residue be divided among the officers and men, in the same relative proportions which each would receive if the crew of the Intrepid had consisted of the same number as that of the frigate Philadelphia, at the time of her capture by the Tripolitans.

Your committee, in conclusion, beg leave to report a bill granting compensation to the officers and crew of the ketch Intrepid, for the capture of the frigate Philadelphia, on the principles set forth in this report.

List of vessels destroyed, recaptured, or restored, with the amounts allowed by acts of Congress for the same.

Laws U. S.	Vessels capturing.	Vessels captured.	Amount.	Remarks.
Vol. 4, p. 522....	Constitution.....	Guerriere.....	\$50,000	Destroyed.
Vol. 4, p. 522....	Constitution.....	Java.....	50,000	Destroyed.
Vol. 4, p. 522....	Wasp.....	Frolic.....	25,000	Recaptured.
Vol. 4, p. 543....	Hornet.....	Peacock.....	25,000	Destroyed.
Vol. 4, p. 543....	.....	Detroit.....	12,000	
Vol. 4, p. 543....	.....	Lake Erie vessels.....	255,000	} Purchased.
		To Captain Perry.....	5,000	
Vol. 4, p. 835....	.....	Lake Champlain vessels.....	310,000	} Purchased.
Vol. 6, p. 17....	Hornet.....	Penguin.....	25,000	
Vol. 6, p. 77....	Wasp.....	Avon and Reindeer.....	50,000	} Destroyed.
		And one year's pay.....		
Vol. 6, p. 86....	Constitution.....	Levant.....	25,000	Recaptured.
		Cyane.....	40,000	Purchased.
Vol. 6, p. 115....	Squadron.....	Algerine vessels.....	100,000	Restored.
		Barataria vessels.....	50,000	} Captured from pirates.
Vol. 6, p. 118....	Land and naval force	To be paid out of fines and forfeitures.....		
Vol. 6, p. 366....	Preble, Stewart, &c..	Transfer.....	2,500	
Vol. 3, p. 590....	John Adams.....	Mesbouda.....	8,594	Restored.
Vol. 3, p. 590....	Philadelphia.....	Mirboha.....	5,000	Restored.
Vol. 7, p. 40....	Two gigs.....	Black Snake.....	3,000	Destroyed.
	United States.....	Macedonian.....	200,000	Purchased.

To which add the British sloop of war *Hermes*, destroyed by the garrison of Fort Boyer, Mobile Point, in September, 1814, and paid for by act of Congress.

WASHINGTON, November 15, 1827.

DEAR MADAM: I have received your communication of the 9th instant, wherein you request my opinion in regard to the provisions contained in the bill reported by the Naval Committee, during the last session of Congress, to compensate yourself as the widow and representative of Captain Stephen Decatur, and the officers and crew of the United States ketch Intrepid, for the capture and destruction of the Tripolitan frigate, late the United States frigate Philadelphia.

With respectful deference for the opinions of the honorable gentlemen who reported that bill, as well as for the opinions of other gentlemen who have expressed to you their views on the same subject, I would take the liberty to suggest a principle of distribution, which, to my mind, would have been equally equitable, and at the same time more likely, I conceive, to have met the views and wishes of the claimants generally. The mode I would suggest is as follows: If the sum appropriated by Congress should be \$100,000, I would recommend the setting apart of \$5,000 as the proper sum for remunerating the heirs of the commanding officer of the squadron, and then divide amongst the officers and crew of the Intrepid, exclusively, the remaining \$95,000, apportioning to each class of the claimants the same relative share as they would have been entitled to receive, had the actual number of officers and men on board the Intrepid, at the time she destroyed the Philadelphia, been precisely the same as is known to have been on board of that ship at the time of her capture by the Tripolitans.

The enclosed exhibit, which corresponds in principle with the mode of distribution suggested, will show, in the division of any amount which might be awarded, the specific sum that each officer and seaman would be entitled to receive.

With great respect and regard, I am, dear madam, your obedient servant,

JOHN RODGERS.

Mrs. SUSAN DECATUR.

NAVY COMMISSIONERS' OFFICE, November 17, 1827.

DEAR MADAM: I have had the honor to receive your letter of yesterday, and its enclosure, which is herewith returned. The distribution, as stated in that paper, appears to be equitable, and will, I presume, be satisfactory to those concerned. With my best wishes for a successful termination of the case,

I am, with very great respect, your obedient servant,

L. WARRINGTON.

Mrs. SUSAN DECATUR, *Georgetown*.

Copy of a letter from Commodore Jones, Navy Commissioner, relative to the proper mode of distributing the prize money for the Philadelphia.

WASHINGTON, November 28, 1825.

DEAR MADAM: In compliance with your request that I should make known to you my opinion respecting the division of the sum that may be voted to the captors of the frigate Philadelphia, in the harbor of Tripoli, I have to state to you the following as the manner comporting with my idea of equity in that case: First, that there should be made a dividend of the money, in the same legal proportion to each officer and seaman as if the class in which he was comprised was full; and then, that the surplus money should be re-divided in the same manner, until entirely distributed.

I am, very respectfully, yours,

(Signed)

JACOB JONES.

Mrs. DECATUR.

WASHINGTON, January 5, 1828.

To Commodores Rodgers and Warrington, Navy Commissioners:

GENTLEMEN: I enclose you a letter of the Secretary of the Navy, transmitted to the House of Representatives on the 8th December, 1826, covering Commodore Decatur's original list of the officers and crew of the ketch Intrepid, at the time of the capture of the frigate Philadelphia; which list, I presume, was not before you at the time your statement was made out, which is annexed to Mrs. Decatur's memorial. I am directed by the Naval Committee of the Senate to request that you will be so good as to make out a statement of the distribution of \$100,000 among the officers and crew of the Intrepid, in conformity with the documents enclosed, (introducing, at the same time, the name of S. Catelino, the pilot, in the 5th class,) according to the principles recommended by you; that is to say, to allow to the commanding officer of the squadron the sum of \$5,000, one-twentieth of the whole, and to divide the residue among the officers and men in the same relative proportions which each would receive if the crew of the Intrepid had consisted of the same number as that of the frigate Philadelphia, at the time of her capture by the Tripolitans.

I am, gentlemen, very respectfully, your most obedient servant,

ROBERT Y. HAYNE,

Chairman of the Naval Committee of the Senate.

NAVY COMMISSIONERS' OFFICE, *January 7, 1828.*

SIR: The Commissioners of the Navy have had the honor to receive your letter of the 5th instant.

The statement to which you refer was unofficial, and made in reply to a private communication from Mrs. Decatur, more with a view to express an opinion as to the principle of distribution applicable to the case, than with any expectation of minute accuracy in the calculation, as affected the interests of the individuals concerned; for, in truth, they had not at that time a correct list of the crew of the ketch Intrepid.

Having now received a correct list from you, they have had the paper herewith transmitted, and marked A, prepared, upon the principle stated in its caption, including (agreeably to your request) the name of S. Catelino in the 5th class. A copy of the list of the crew, marked B, showing the classes to which they belong, is also transmitted.

I have the honor to be, sir, very respectfully, your most obedient servant,

JOHN RODGERS.

HON. ROBERT Y. HAYNE.

A.

The sum of \$100,000 distributed among the crew of the ketch Intrepid, upon the following principle, viz: Consider each person of each class to share as a crew equal in number, &c., to that of the frigate Philadelphia, cruising independently of any superior command, would share; then reserve one-twentieth of the whole sum for the officer who commanded the squadron to which the Intrepid belonged, and divide the remainder among the crew of the Intrepid, in the same relative proportions first assumed.

The crew of the Philadelphia would have shared as follows:

Class.				
First.....	1	....	3 twentieths.....	\$15,000 00
Second.....	5	....	2 twentieths, at \$2,000.....	10,000 00
Third.....	7	....	2 twentieths, at 1,428 57 $\frac{1}{2}$	10,000 00
Fourth.....	27	....	3 $\frac{1}{2}$ twentieths, at 648 14 $\frac{2}{3}$	17,500 00
Fifth.....	26	....	2 $\frac{1}{2}$ twentieths, at 480 76 $\frac{2}{3}$	12,500 00
Sixth.....	241	....	7 twentieths, at 145 22 $\frac{1}{2}$	35,000 00
	307		20	\$100,000 00

The following exhibit shows the number of each class of persons supposed to have constituted the crew of the ketch Intrepid, and the distribution of one hundred thousand dollars upon the principle above stated

Class.				
First.....	1	.....		\$31,412 42
Second.....	3	at \$4,188 32.....		12,564 96
Third.....	5	at 2,991 65 $\frac{2}{3}$		14,958 28
Fourth.....	9	at 1,357 32 $\frac{2}{3}$		12,215 93
Fifth.....	11	at 1,006 80 $\frac{2}{3}$		11,074 89
Sixth.....	42	at 304 13 $\frac{4}{5}$		12,773 50
	71			\$95,000 00
Leaving for the commodore.....				5,000 00
				\$100,000 00

B.

List of officers and seamen who volunteered their services for the destruction of the frigate Philadelphia.

Class.	Names.	Stations.	Remarks.
1	Stephen Decatur, jr.....	Commander.....	Dead: left a widow.
2	James Lawrence.....	Lieutenant.....	Dead: left a widow and child.
2	Joseph Bainbridge.....	do.....	Dead: left a child.
2	Jonathan Thorn.....	do.....	Dead.
3	Lewis Heermann.....	Surgeon.....	At New Orleans.
4	Thomas McDonough.....	Midshipman.....	Dead: left children.
4	John Rowe.....	do.....	
3*	Ralph Izard.....	do.....	
4	Alexander Laws.....	do.....	
4	Charles Morris.....	do.....	Now Navy Commissioner

* Ralph Izard was rated as master's mate on board the frigate Constitution.

List of officers and seamen—Continued.

Class.	Names.	Stations.	Remarks.
4	John Davis.....	Midshipman	
4	Thomas C. Anderson.....	do	
3	William Wiley.....	Boatswain.....	
3	William Hook.....	Gunner	
	George Crawford.....	Quartermaster	
5	George Brown.....	do	
	John Newman.....	do	
	Paul Frazier.....	do	
4	James Metcalf.....	Boatswain's mate.....	
4	Nicholas Brown.....	do	
	Edward Burk.....	Seaman	
3	Edward Keller.....	Master's mate.....	
	Samuel Endicott.....	Quartermaster	
5	James Wilson.....	do	
	John Ford.....	do	
	Richard DoYLES.....	do	
	Peter Munell.....	Seaman	
	Richard Ormond.....	do	
	Samuel Jackson.....	do	
	James Pasgrove.....	do	
	Joseph Goodwin.....	do	
	John Boyles.....	do	
	Augustus C. Fleur.....	do	
	Charles Berryman.....	do	
	Daniel Frazier.....	do	
	William Graham.....	do	
	Reuben James.....	do	
	Robert Love.....	do	
	John Williams.....	do	
	Joseph Fairfield.....	do	
	George Fudge.....	do	
	James Robinson.....	do	
	Matthew Yates.....	do	
	William Duckeld.....	do	
	Andrew Espy.....	do	
	William Tumbo.....	do	
	Thomas James.....	do	
	Joseph Numond.....	do	
	George Murray.....	do	
	Robert M'Knight.....	do	
	William Dixon.....	do	
	Henry Davenport.....	do	
	Joseph Parker.....	do	
4	Joseph Bord.....	Ship's steward.....	
	Dennis O'Brian.....	Ordinary seaman.....	
	Jacob Kenyon.....	do	
	John Bentson.....	do	
	William Rodgers.....	do	
	Charles Robinson.....	do	
	William Trippet.....	do	
	John Joseph.....	do	
	Michael Williams.....	do	
	<i>Marines.</i>		
5	Solomon Wren.....	Sergeant	
5	Duncan Mansfield.....	Corporal	
	Noble James.....	Private	
	John Quin.....	do	
	Isaac Camfield.....	do	
	Reuben O'Brian.....	do	
	William Pepper.....	do	
	John Woolstrandorf.....	do	
5	S. Catelino.....	Pilot	

The within and foregoing is a correct list of the officers, seamen, &c., that assisted in destroying the frigate Philadelphia, in the harbor of Tripoli.

(Signed)

STEPHEN DECATUR, JR.

20TH CONGRESS.]

No. 346.

[1ST SESSION.]

A PLAN FOR A NAVAL PEACE ESTABLISHMENT OF THE UNITED STATES.

COMMUNICATED TO THE SENATE JANUARY 15, 1828.

NAVY DEPARTMENT, *January 12, 1828.*

SIR: In answer to a resolution of the Senate, of February 28, 1827, directing the Secretary of the Navy "to report a plan for a naval peace establishment for the United States," paper A, containing the plan called for, is respectfully presented. It is not accompanied with comments, but reference is made to the views expressed in former reports from this Department on the subject, particularly to those of January 24, 1824, and January 1, 1825.

It will be perceived that the present varies in some points from the plans heretofore proposed, and which did not meet the approbation of Congress. The changes, it is hoped, will be found satisfactory. The intention has been to embrace only those objects supposed to be indispensable, and to make the whole plain and simple in its provisions; some of which are suggested by experience, and others are now in operation under the orders of the Department: it would be better to give them legislative sanction.

In connection with this plan, and as an essential part of it, paper B is presented. An examination of our statutes will exhibit great confusion and important omissions on the subject of pay. Several principles have governed in framing this part of the plan.

1. To regard the decision of Congress in the other branch of the public service as the safest and best guide; under the impression that what Congress had sanctioned for the army would meet approbation when applied to the navy, the situation and services of the latter being such as to justify equality with the former. The pay here proposed will be found in no instance to exceed, and in almost all to fall short of that given to the relative grade of army officers.

2. To increase the pay after ten years' faithful services in the same rank. In the army there is an increase of rank by brevet, which uniformly induces a proportionate increase of pay.

3. To add to the pay while at sea, both as an inducement to active service, and to meet the expenses which a separation from their families always creates with officers of the navy; an evil to which those of the army are less subjected. This increase is only in the number of rations.

4. To take away all emoluments and allowances, as far as practicable, and to give in all cases, both on land and at sea, definite and ascertained compensation for the performance of duty.

Under the direction in the other resolution of the same date, the Secretary of the Navy has the honor to present paper C, containing a body of regulations relating to offences, trials and punishments. A comparison of them with the law now in force, "for the better government of the navy," will exhibit the changes proposed in that law. For the views of the Department on this subject, reference is made to the paper C, and to the report dated January 1, 1825.

The Secretary of the Navy would think it his duty, under these resolutions, to present a plan for establishing a naval school, if a bill for that object had not been under consideration, and passed the Senate at the last session, and, if he is correctly informed, is again under consideration. It is respectfully suggested that no plan for a naval establishment, and no regulations, can be perfect, unless a naval school forms a part of them.

Some legal provisions would be useful, in relation to the disbursements made for the navy, but that subject does not seem to be embraced within the scope of these resolutions.

A new body of rules and regulations has been recently prepared under the law of February 7, 1815, but has not been approved and promulgated, under the hope that important changes in the naval establishment would be made during the present session, which would render alterations in them expedient.

If it should be the will of Congress to sanction the proposed plans and regulations, proper rules should be prescribed by the President, and a law passed regulating the disbursement of the public moneys by the official agents; it is most confidently believed that efficiency and economy would be greatly promoted.

Respectfully submitted.

SAM'L L. SOUTHARD.

The President of the Senate of the United States.

A.

Naval establishment.

1. To consist of one vice admiral, two rear admirals, six commodores, thirty-five captains, thirty-five masters and commandants, three hundred lieutenants, sixty surgeons, seventy surgeons' mates, fifty pursers, twelve chaplains, thirty sailingmasters, five hundred masters' mates and midshipmen, thirty-five boatswains, thirty-five gunners, thirty-five carpenters, thirty-five sailmakers, seven navy storekeepers.

2. The relative rank of officers of the navy with those of the army to be: Vice admiral, with major general; rear admiral, with brigadier general; commodore in actual command, with brigadier general; captains of five years, with colonels; under five years, with lieutenant colonels; masters commandant, with majors; lieutenants, with captains; passed midshipmen, with lieutenants; provided that no right to command each other shall arise from the relative rank so arranged between the officers of the army and navy.

3. The President to fix, by regulation, the number and pay of the petty officers, seamen, ordinary seamen, and others, attached to the several vessels in commission, and to navy yards and stations, according as the necessity of the public service may require.

4. The ships of the navy to be classed as follows:
 First rate, Three deckers, mounting one hundred guns and upwards.
 Second rate, first class. Two deckers, mounting seventy-four and under one hundred guns.
 Second rate, second class. Two deckers, mounting seventy-four and under ninety guns.
 Third rate, first class. Frigates, mounting fifty-four and under sixty-four guns.
 Third rate, second class. Frigates, mounting forty and under fifty-four guns.
 Fourth rate, first class. Sloops, mounting twenty-four guns and upwards.
 Fourth rate, second class. Sloops, mounting eighteen guns and under twenty-four.
 Fifth rate. Brigs and schooners.
5. Sailingmasters, boatswains, gunners, carpenters, and sailmakers to be ranked in three grades or classes; the first for service in vessels of the first and second rate; the second in vessels of the third rate and the third in vessels of the fourth and fifth rate.
6. The President is authorized, by and with the advice and consent of the Senate, when the necessity of the service requires it, to increase the number of each grade of officers, not to exceed one-fifth of the respective numbers mentioned in the first section.
7. Masters' mates, midshipmen, boatswains, gunners, carpenters, and sailmakers, shall be appointed by warrant from the President of the United States.
8. Masters and commandants not to be promoted until they have served at sea, as such, for two years.
9. Lieutenants, before promotion, to perform active duty at sea for three years, and submit to an examination of their qualifications and fitness to perform the duties of master commandants, under regulations to be prescribed by direction of the Secretary of the Navy.
10. No person to be appointed an assistant surgeon who has not been examined by a board of navy surgeons, constituted by the Secretary of the Navy for that purpose.
11. No person to be promoted to the office of surgeon who shall not have performed service for two years, at least, on board a public vessel of the United States, and been examined by a board of navy surgeons, constituted by the Secretary of the Navy for that purpose.
12. The President to designate and appoint, when necessary, surgeons of the fleets or squadrons, and purveyors of medicine, and prescribe their compensation and duties.
13. Midshipmen, of the age of 20 years, who have been five years in the service, and have served three years at sea, two and a half of which in an armed vessel of the United States, to be entitled to an examination, at such time as the President shall designate and the convenience of the service will permit, by a board of officers, of a rank not less than captain, nor in number less than three, to be appointed for that purpose.
14. Midshipmen who have passed the examination and been found qualified for promotion, to receive warrants as such, and may be appointed to perform the duties of sailingmaster of the second and third class.
15. Vessels of the first, second and third rate to be commanded by officers of a grade not less than captains. Vessels of the fourth rate by masters and commandants; of the fifth rate by lieutenants, who shall, while in actual command, be styled lieutenants commanding.
16. The President to fix the component parts and amount for the ration, not to exceed, in price, twenty-five cents.
17. The navy yards authorized by law, to be Portsmouth, N. H., Charlestown, Mass., New York, Philadelphia, Washington, Gosport, Va., Pensacola; and the President to designate such navy stations as the circumstances may require.
18. The law of 27th March, 1804, to be repealed, and the Navy yard at Washington placed under the same regulations as the other yards.
19. The President to employ such and so many of the vessels as he may believe the public interest requires, provided that more officers, seamen, &c., be not employed, nor a greater sum expended, than is authorized by law.
20. A teacher shall be appointed to each vessel of the first, second, third, and fourth rate, whose duty it shall be to give instructions, under the direction of the commander of the vessel, to midshipmen and others.
21. The President of the United States to cause to be prepared, regulations for the duties, powers, and conduct of the several officers of the navy, which, when approved by him, shall be laid before Congress at their next session.

B.

Plan of law for pay of the navy.

1. The following to be the pay of the several officers attached to the navy:
 Vice admiral, \$200 per month, and twenty rations per day.
 Rear admiral, \$170 per month, and sixteen rations per day.
 Commodore, \$140 per month, and twelve rations per day.
 Captain, \$100 per month, and eight rations per day.
 Captain, of ten years, \$110 per month, and nine rations per day.
 Captain, of fifteen years, \$120 per month, and ten rations per day.
 Master commandant, \$60 per month, and five rations per day.
 Master commandant, of ten years, \$70 per month, and six rations per day.
 Master commandant, of fifteen years, \$80 per month, and seven rations per day.
 Lieutenants, \$40 per month, and three rations per day.
 Lieutenants, of ten years, \$45 per month, and four rations per day.
 Lieutenants, of fifteen years, \$50 per month, and five rations per day.
 Surgeons, \$60 per month, and two rations per day.
 Surgeons, of ten years, \$80 per month, and three rations per day.

Surgeons, of fifteen years, \$90 per month, and five rations per day.
 Assistant surgeons, \$40 per month, and two rations per day.
 Assistant surgeons, of ten years, \$45 per month, and three rations per day.
 Assistant surgeons, of fifteen years, \$50 per month, and four rations per day.
 Purser, \$40 per month, and two rations per day.
 Chaplains, \$50 per month, and three rations per day.
 Midshipmen, \$25 per month, and one ration per day.
 Passed midshipmen, \$30 per month, and two rations per day.
 Sailingmaster, third grade, \$40 per month, and two rations per day.
 Sailingmaster, second grade, \$45 per month, and three rations per day.
 Sailingmaster, first grade, \$50 per month, and four rations per day.
 Boatswain, third grade, \$20 per month, and two rations per day.
 Boatswain, second grade, \$30 per month, and three rations per day.
 Boatswain, first grade, \$40 per month, and four rations per day.
 Gunners, third grade, \$20 per month, and two rations per day.
 Gunners, second grade, \$30 per month, and three rations per day.
 Gunners, first grade, \$40 per month, and four rations per day.
 Carpenters, third grade, \$20 per month, and two rations per day.
 Carpenters, second grade, \$30 per month, and three rations per day.
 Carpenters, first grade, \$40 per month, and four rations per day.
 Sailmakers, third grade, \$20 per month, and two rations per day.
 Sailmakers, second grade, \$25 per month, and three rations per day.
 Sailmakers, first grade, \$30 per month, and three rations per day.
 Masters' mates, \$25 per month, and two rations per day.

Provided that no officer, who is required to pass an examination before he is promoted, shall in any case receive the increased pay, unless he shall at the proper time present himself for examination, and be declared fit for promotion.

2. Admirals, commodores, captains, master commandants, lieutenants commanding, first lieutenants, surgeons, sailingmasters, boatswains, gunners, carpenters, and sailmakers, engaged in active service at sea, receive double rations. Other officers on sea service, an addition of one-half to the amount of rations to which they are respectively entitled.

3. Captains and officers of higher grade, traveling under orders on public duty, to receive twenty cents per mile; other commissioned officers fifteen cents per mile; warrant officers twelve cents per mile.

4. Officers attached to navy yards to receive, in lieu of all compensation, except for pay, rations and quarters, as follows:

	Per day.
Captains	\$1.50
Masters commandant.....	1.00
Lieutenants and surgeons.....	75
Other commissioned officers.....	62½
Warrant officers.....	50

5. Commanding officers of stations, the same pay and emolument as those of similar rank attached to navy yards.

6. Pay of officers on furlough, who shall fail to report at the expiration of the furlough, shall cease.

7. Officers performing the duties of any grade higher than their own, to receive the pay and emoluments of the rank next above them.

8. Furlough pay to be one-half the amount of full pay, including rations.

9. The Secretary of the Navy authorized to place officers on furlough pay, when their services are not required.

10. Whenever petty officers, seamen, or ordinary seamen are sent from a ship in commission, on the requisition of a commanding officer of a yard or station, to do duty in such yard or station, other than the vessel to which they belong, each petty officer shall be entitled to and shall receive eighteen cents, and each seaman and ordinary seaman twelve cents for each and every day in which he may be so employed.

11. The pay of deserters to be forfeited, and carried to the naval hospital fund; also fines imposed on all persons in the service.

12. The pay of officers at recruiting stations, and of receiving ships, to be the same as officers of their grade at navy yards, but no premiums for enlistment to be allowed.

13. Officers on special duty to have pay fixed by the Secretary of the Navy, not to exceed the highest rate of pay and emoluments of officers of the same grade when at sea.

14. The pay of storekeepers to be fixed by the President, having regard to their responsibilities and labors.

Acts at variance with this act to be repealed.

20TH CONGRESS.]

No. 347.

[1ST SESSION.]

QUALIFICATION AND ADMISSION OF CANDIDATES FOR APPOINTMENT OF SURGEONS AND ASSISTANT SURGEONS IN THE NAVY, AND INADEQUACY OF THEIR COMPENSATION.

COMMUNICATED TO THE SENATE JANUARY 25, 1828.

U. S. SHIP DELAWARE, off Annapolis, January 12, 1828.

SIR: I am deputed by a meeting of the surgeons and assistant surgeons of the navy, recently held in Philadelphia, to present you the accompanying memorial, which I respectfully request may be submitted for the consideration of the honorable body in which you preside.

I am instructed to solicit your attention to a subject, which we hope its importance demands; and while, with deep concern for its success, we appeal to the good sense and sound judgment of the national legislature, we confidently rely on its justice for that relief which we humbly conceive is founded on the most correct views of the service, and in the best policy of the country.

With great respect, I have the honor to be, your obedient servant,

JOHN A. KEARNEY, Surgeon U. S. Navy.

To his excellency JOHN C. CALHOUN, Vice-President of the United States and President of the Senate.

MEMORIAL.

To the honorable the Senate and House of Representatives of the United States of America, in Congress assembled:

The undersigned, surgeons of the navy of the United States, most respectfully, but earnestly, solicit the attention of your honorable bodies to a frank exposition of the peculiar hardships under which, in common with all of similar grade in the service, they are placed by the existing laws and regulations respecting the navy.

We shall not be accused of attaching undue importance to the medical profession, when we assert that, in its capacity for good or evil, and in the fearfulness of its responsibility, it is not surpassed by any other human agency. Under the administration of divine providence, the health and strength of human beings, even the issues of life and death, are in the hands of such as are, or profess to be, skilled in the medical science. In proportion to the dignity and responsibility of the profession is, or ought to be, in all cases, the degree of preparation with which its members enter upon the discharge of their duties. An uneducated physician is an evil and a nuisance, second only to a pestilence in destructiveness; and in most civilized countries a due regard to the welfare of the people has established periods of probation and discipline for the medical practitioner, the necessity of which all history has confirmed. Years of preparatory education are necessary before the candidate for medical knowledge is fit to commence the peculiar studies of his profession. Years of expensive instruction and laborious diligence are required before he can be prepared to enter upon its practice; and even then years of unremitting study and clinical experience are commonly passed before the educated and admitted physician is generally intrusted with the lives and limbs of his fellow-citizens. Such are the restraints most rightfully, we think, imposed by law and custom, upon the initial operations of medical men, in the civil pursuits of their profession. Nor is there anything, we conceive, in the character or situation, physical or moral, of the persons who compose the naval force of the United States, to render expedient a different system of medical education, or in any other respect to make it proper that the standard of medical character should be lowered, as regards them. The lives and comforts of our naval officers, and of those intrepid seamen who have carried our banner in triumph over the most distant seas, are, we respectfully submit, as important to them, and perhaps as valuable to their country, as those of any other class of our fellow-citizens. They are subject to like diseases with the rest of mankind, and to casualties and wounds from which persons of other pursuits are mostly exempt. They are necessarily carried, by duty, into remote and unhealthy climates, and become liable to disorders arising from exposure to storms and inclement atmospheres. Added, therefore, to the general training and knowledge of his professional brethren in civil life, the naval surgeon must have studied the constitution and character of seamen, and must be prepared for the various accidents, and different maladies of foreign origin, to which they are constantly exposed. With all this, the naval surgeon must so furnish and provide himself as to maintain a suitable standing with his brother officers, and due estimation with seamen; and on foreign voyages, and in expensive countries, sustain, in his intercourse with foreigners, the character of his profession and the dignity of our republic.

To compensate him for an education so elaborate, for preparations and materials so expensive, for services so severe and laborious, for the exposure of his own health and life, under every variety of danger and suffering, it might be supposed by our fellow-citizens, to whom the laws respecting the navy are not familiar, that a competent annual allowance of pay and rations was made by the government for the present support of a naval surgeon and his family, and to provide a pittance for that season of life when the infirmities of age, or perhaps a constitution prematurely broken down in the public service, forbid his continuance in his country's employment. We approach your honorable bodies in the belief that this impression has prevailed, even in the minds of Congress, and with the conviction that it is only necessary to exhibit a brief view of the operation of the existing laws, to convince the legislature and our fellow-citizens of the striking disproportion that exists between our services and our compensation, and to satisfy them that no class of men under the Government of the United States is so inadequately remunerated.

The pay allowed to surgeons in the navy was established by an act of Congress passed in the year 1799, at a period when the navy was in its cradle, and legislation respecting it was little more than experiment, through want of the necessary knowledge and experience. The law simply enacts that the pay

and subsistence of a *surgeon* in the navy shall be *fifty* dollars per month, and two rations a day; and that a *surgeon's mate* shall receive *thirty* dollars per month, and the same daily amount of rations: a provision which, we think, must at the first glance strike your honorable bodies as deficient, both in respect to the amount of pay, and in the absence of suitable regulations for the apportionment of pay to length of services, and for the due examination of surgical candidates. In the first place, we respectfully submit that the amount of pay provided by this act is utterly insufficient for the necessary wants of a naval surgeon. Whatever may be thought of an allowance of 360 dollars per annum, and rations, for a surgeon's mate—who being, in most cases, unincumbered with a family, may, perhaps, by denying himself all but mere necessities, be able to subsist upon that sum—yet, certainly, for the surgeon of maturer years, upon whom beings unable to maintain themselves are often dependent, the money allowance of six hundred dollars a year must be acknowledged to be entirely inadequate. Were there no force in the suggestions we have offered respecting the length of necessary apprenticeship to the medical art; if the education of a physician were not expensive, nor the materials of his business costly; yet in reference to the unavoidable personal expenses of the officer, and those of his children or others dependent upon him, living in the most economical manner, in the cheapest parts of our sea coast, we are confident that we need not appeal to the sympathies, but to the sense of justice of your honorable bodies, for evidence of the necessity of a more sufficient remuneration. We are far from intending to complain of the Congress of 1799, by which this act was passed. They doubtless supposed that future legislators would make such amendments to their provisions as experience should prove to be requisite; but while, in some respects, other branches of the service have been advanced with the increasing dignity and prosperity of the republic, the office of naval surgeon remains, in all respects, as it was instituted thirty years ago.

In the next place, we respectfully submit that the existing law is defective in not providing some increase of pay, graduated according to the length of service, and, consequently, the increased experience of the surgical officer. For him the usual incentives to an honorable and useful ambition are totally wanting. No prospect of higher grade or increased compensation animates him to more distinguished exertions. No inducement is held out to him to prolong the employment in the public service of his hard earned knowledge and experience. Before him lies only a life of perpetual struggle with an inadequate income, of abstinence from the necessary and honorable relations of society, or the spectacle of a family without sufficient means of support, and in more remote prospective, perhaps, of a helpless and dependent group of orphans. In every other branch of the service he perceives a regular gradation of rank and pay, tempting the honest ambition and rewarding the faithful services of the officer. The midshipman looks forward, with eagerness, to the period when he shall be promoted to the rank of lieutenant; the lieutenant, to that of master commandant; the master commandant, to that of captain; and the latter has, in most navies, many higher steps before him. Each is animated and invigorated by the prospect; and each, knowing that his success, in reaching the next elevation, depends upon his fidelity and exertions, finds in these circumstances sufficient stimulus and incitement, of which the naval surgeon is deprived. This disproportion will perhaps more strikingly appear, when it is considered that in no other rank in the navy is that expensive professional education, to which we have adverted, required as a preliminary qualification for admission.

We respectfully represent, in the third place, that the existing act is defective, inasmuch as it makes no provision for the due examination of candidates for the post of surgeon's mate, and subsequently for the office of surgeon. We believe that such examination, by a competent board, is required by the regulations of all other governments possessing a naval force; and we conceive that the advantages of the provision are so obvious as to render it unnecessary for us to trespass on the time of Congress by enumerating them.

If the situation of the surgical officers of our navy be compared with that of other nations, we respectfully submit to your honorable bodies that the contrast will be found to be humiliating to the feelings of the former, and derogatory to the national character. In the navy of Great Britain, with which we come most frequently in competition, two classes of medical officers exist, viz: *physicians* and *surgeons*; and in each of them a graduated scale is established, by which compensation is proportioned to services. The British *surgeon* who has served less than *six* years, receives \$2.22 per diem, or upwards of \$800 per annum: when he has served *more* than *six* years, he receives \$2.44 per diem, or nearly \$900 per annum. After *ten* years' service, he receives \$3.11 per diem, or \$1,135 per annum; and after *twenty* years' service, \$4.33 per diem, or upwards of \$1,580 per annum. The British *physician* of less than *three* years' service receives \$1,700 per annum; of *more* than *three* and less than *ten* years' service, upwards of \$2,500 per annum; and when *longer* than *ten* years in the service, he receives more than \$3,566 per annum, or nearly *six* times as much as the oldest medical officer in our service can possibly receive, under the existing laws. In each class, too, half pay is liberally allowed by the British government, when the officer retires from active service, after having served a certain period, or after having contracted ill health in the service. In the *French* navy, the pay and allowances of the medical officers are upon a scale of equal liberality with those of the British, and commensurate with the known learning and ability of the profession in that country. Our neighbor republic of Mexico allows its full surgeons \$135 per month, or \$1,620 a year; *more* than *thrice* as much as are allowed by the laws of the United States to the same rank. The assistant surgeons are paid, we understand, in full proportion. It is unnecessary for us, we trust, to remark upon the inducements that are thus held out to the medical officers of the United States navy to exchange her service for that of our sister republic, where they carry their valuable experience, and receive a more sufficient support for themselves and their families.

We are not desirous that the Congress of the United States should adopt the regulations of the foreign governments we have mentioned, in their full extent; but we beg leave respectfully to state that, particularly in the case of the British government, the enlarged allowance, above stated, was the result of the lessons of experience, inculcated by years of mismanagement and suffering. About a century ago, the medical officers of the British navy were paid in somewhat of the same proportion with the surgeons of our navy, under the present laws. The consequence was, that the appointment of surgeon was accepted only by very young men, as a school of experiment; and was abandoned whenever an opportunity occurred of entering into private practice. It thus happened that officers and seamen were alike made the subjects, and often the victims, of ignorance and presumption; and many valuable lives were lost to the country, which are now preserved by more skillful treatment. The present European system, therefore, was the offspring of necessity and experience, which have fortunately secured for the medical department of their navies the services of some of the most distinguished surgeons and physicians, from

whose labors not only the subjects of their professional jurisdiction, but the whole community, have derived the most salutary lessons.

The same causes, we most respectfully suggest, will produce similar results upon the medical service in this country. The constitution of human nature is the same on each side of the Atlantic; and if there be any difference in the situation of the American and European medical officer, it will be found that the inducements to remain in the service have been greater in the latter case; because the overstocked professions of Europe afford little opportunity for success in civil life. Unless some change be effected by the wisdom of Congress in the present law, so as to confer a more adequate allowance on naval surgeons, increasing in however small a ratio with increasing years and services, we fear that the navy of the United States is destined to undergo the same lamentable servitude to ignorance and inexperience as history proves to have been endured by other and older countries. The American naval surgeon, who, after years of faithful service, finds a family growing up around him, must either abandon his official station, or attempt to connect it with private practice, which, in most cases, is not feasible without neglect of naval duty. He must, then, however reluctantly, decide to withdraw from the service, and resort to the more lucrative and inviting prospects of civil practice. Such, in all human probability, will be the inevitable but undesirable destiny of the senior medical officers of the navy; and thus will skill and experience be periodically lost to the navy, and a perpetual stream of youth and ignorance will be flowing in upon the station, to whose guardian care will be committed the heavy and responsible trust of the lives and limbs of the gallant defenders of their country.

We are aware that it may be urged, as a reply to our suggestion, that many experienced and skillful men are now enrolled among the navy surgeons; and it may be asked why they should continue in the service, if the emoluments of their office are inadequate for their proper support. To this we respectfully answer, that it is true many surgeons are yet to be found in the service after years of labor and devotion, some of whom have passed through the battles and sufferings of the last war, and begin now to feel the admonitions of increasing years, and the burden of increasing expenses, without that correspondent augmentation of means and prospects which, in other services and professions, is sure to accompany an honest and capable discharge of duty. They have clung to their country's service, however, and may continue to adhere to it under all discouragements; not wisely, perhaps, but ardently; not from reason, it may be, but from a feeling which it is trusted will find rather approbation than censure—a feeling of attachment to their profession, and of reverential devotion to that star-spangled banner with whose glories they feel themselves, however remotely, connected; and to be divorced from which, would be to break up sympathies and attachments, next only in intenseness to those which unite us to our domestic relations. That some of us, therefore, have submitted to privations and restraints, incompatible with the universal desire of competent support, ought not, we conceive, to be urged as invalidating the force of our representations, founded as they are upon reasonings and principles, the general strength of which, we believe, cannot be shaken. If men of capacity and education should still continue to attach themselves to the profession, under existing disadvantages, they will, we fear, be rare and insulated exceptions, upon whose slight and uncertain foundation, we most respectfully submit, no wise and patriotic legislature ought to build up a system intended for permanent usefulness. It is true that vacancies may not remain long unsupplied, and that persons may always be found ready to fill the office of navy surgeon, as of any other appointment. But we again urge that, without skill and experience, especially of that peculiar experience which can be derived only from long practical observation of seamen, no one ought to be intrusted with the medical charge of a vessel. No saving to the public treasury, such as the existing regulations effect, can compensate, we conceive, for the sacrifice of the lives of our officers and seamen, and perhaps the consequent loss of our vessels, which would result from medical ignorance. An enlarged economy, which looks to the future as well as to the present, and embraces consequences and results in its grasp, will always provide such competent maintenance for the office of naval surgeon as will attract to, and continue in it, the highest order of talent and ability.

The subscribers, therefore, with unfeigned deference to the wisdom of Congress, but with an anxiety created by the conviction that they are petitioning, not for themselves alone, but for the interests of the whole navy of the republic, do respectfully request that your honorable bodies will make such alterations in the present acts, in relation to the medical department of the navy, as will provide for a due and sufficient examination of all candidates for a medical or surgical station, and for such graduated augmentation of pay as will furnish a decent subsistence for those surgeons who have passed the prime of their lives in the service of their country.

JNO. A. KEARNEY, *Surgeon*,
THOS. HARRIS, *Surgeon*,
WILLIAM P. C. BARTON, *Surgeon*,
HENRY WILLIS BASSETT, *Surgeon*,
On behalf of the Surgeons.

CHAS. WAYNE, *Surgeon's Mate*,
MIFFLIN COULTER, *Surgeon's Mate*,
G. W. PALMER, *Surgeon's Mate*,
JAMES M. GREENE, *Surgeon's Mate*,
HENRY C. PRATT, *Surgeon's Mate*,
On behalf of the Surgeons' Mates.

20TH CONGRESS.]

No. 348.

[1ST SESSION.]

COST OF FITTING A FRIGATE FOR SEA, AND ANNUAL EXPENSE OF SUCH VESSEL.

COMMUNICATED TO THE SENATE JANUARY 22, 1828.

NAVY DEPARTMENT, *January 22, 1828.*

SIR: Your letter of the 10th inst., requesting information of the present state of the United States frigate Hudson, the cost of fitting her for sea, and the annual expense of keeping her in service, was inadvertently addressed to the Secretary of the Treasury, and by him referred to this Department.

In reply thereto, I have the honor to submit copy of a letter from the Commissioners of the Navy, with the required estimates, and to observe that there will be no difficulty in employing this vessel for convoy, if Congress make an appropriation sufficient to fit her for sea and to keep her in commission for the year.

I am, very respectfully, &c.,

SAM'L L. SOUTHARD.

HON. SAMUEL SMITH, *Chairman of the Committee of Finance, Senate.*NAVY COMMISSIONERS' OFFICE, *January 21, 1858.*

SIR: The Commissioners of the Navy, in reply to your letter of the 19th inst., beg leave to state that the annual expense of such a vessel as the Hudson would be \$125,199.50, exclusive of marines.

The expense of preparing that vessel for service will be found in the subjoined estimate, A, to be \$51,770.71. The letter referred to in yours is herewith returned.

I have the honor to be, with great respect, sir, your obedient servant,
(Signed)

JOHN ROGERS.

HON. SAM'L L. SOUTHARD, *Secretary of the Navy.*

A.

Estimate of the cost of labor and materials, and the time required, to fit the U. S. ship Liberator, (or the Hudson,) for a three years' cruise, and for her equipment and outfits.

For labor and materials:

Of carpenters	\$3,000 00
Of caulkers	1,100 00
Of blacksmiths	800 00
Of joiners	1,915 00
Of mast makers	1,000 00
Of painters	900 00
Of blockmakers	500 00
Of boat builders	500 00
Of plumbers	100 00
Of brass work and magazine copper	250 00
Of gun carriages	700 00
Of repairing the air ports	160 00
Of fitting to heave out—carpenters, caulkers, blacksmiths, and pump makers	425 00
Of recaulking bottom	1,515 00
Of taking off and recoppering	1,250 00
Of sheet copper	470 00
Of composition nails	442 00
	<u>\$15,027 00</u>

Time required.....45 days.

MASTER'S DEPARTMENT.

For supplying of deficiencies in cables, anchors, hawsers, &c., having no relation to ballast, tanks or water casks, or other articles in cooper's department \$15,234 00

BOATSWAIN'S DEPARTMENT.

120 fathoms $1\frac{1}{2}$ inch rope, 1 qr. 15 lbs., at \$10 per cwt.	\$3 84
498 fathoms 2 inch rope, 4 cwt., at \$10 per cwt.	40 00
937 fathoms $2\frac{1}{2}$ inch rope, 12 cwt., at \$10 per cwt.	120 00
447 fathoms $2\frac{3}{4}$ inch rope, 7 cwt. 4 lbs., at \$10 per cwt.	70 36
710 fathoms 3 inch rope, 13 cwt. 17 lbs., at \$10 per cwt.	131 52
208 fathoms $3\frac{1}{4}$ inch rope, 4 cwt. 2 qrs. 5 lbs., at \$10 per cwt.	45 45
799 fathoms $3\frac{1}{2}$ inch rope, 20 cwt. 26 lbs., at \$10 per cwt.	202 32
719 fathoms $3\frac{3}{4}$ inch rope, 20 cwt. 3 qrs. 10 lbs., at \$10 per cwt.	208 40
606 fathoms 4 inch rope, 20 cwt. 10 lbs., at \$10 per cwt.	200 89

420 fathoms $4\frac{1}{2}$ inch rope, 15 cwt. 1 qr. 13 lbs., at \$10 per cwt.	\$153 66
104 fathoms 5 inch rope, 5 cwt. 1 qr. 9 lbs., at \$10 per cwt.	53 91
78 fathoms $5\frac{1}{2}$ inch rope, 4 cwt. 3 qrs. 9 lbs., at \$10 per cwt.	48 40
264 fathoms 6 inch rope, 19 cwt. 2 qrs. 7 lbs., at \$10 per cwt.	195 62
40 fathoms $6\frac{1}{2}$ inch rope, 3 cwt. 1 qr. 26 lbs., at \$10 per cwt.	34 91
240 fathoms $1\frac{1}{2}$ inch ratline, 1 cwt. 12 lbs., at \$10 per cwt.	11 07
200 fathoms $1\frac{1}{2}$ inch ratline, 2 qrs. 16 lbs., at \$10 per cwt.	6 43
2 inch soft worming, 2 cwt.	20 00
Sewing twine, 4 lbs., at 39 cents per lb.	1 56
Whipping twine, 4 lbs., at 29 cents per lb.	1 16
Tar, 3 bbls., 14s.	5 25
Tallow, 100 lbs., at 8 cents per lb.	8 00
8 sides light rigging leather, 88 lbs., at 21 cents per lb.	18 48
Houseline, 1 cwt., at 19 cents per lb.	21 28
200 yards canvas, at $12\frac{1}{2}$ cents per yard.	25 00
3-yarn spun yarn, 3 cwt. 3 qrs., at \$10 per cwt.	30 00
2-yarn spun yarn, 2 cwt., at \$10 per cwt.	20 00
15,000 sizing stuff, 1 cwt., at 16 cents per lb.	17 92
12,000 sizing stuff, 1 cwt., at 16 cents per lb.	17 92
9,000 sizing stuff, 1 cwt., at 16 cents per lb.	17 92
Marline, 1 cwt., at 19 cents per pound.	21 28
Houseline, 1 cwt., at 19 cents per pound.	21 28

\$1,764 72

GUNNER'S DEPARTMENT.

290 fathoms 8 inch rope, for breechings, 38 cwt. 3 qrs. 32 lbs., at \$10 per cwt.	\$380 54
60 fathoms $5\frac{1}{2}$ inch rope, for preventer breechings, 6 cwt. 3 qrs. 7 lbs., at \$10 per cwt.	67 41
100 fathoms 3 inch rope, for muzzle lashings, 1 cwt. 3 qrs. 11 lbs., at \$10 per cwt.	18 48
102 gun tackles, long 32-pounders, at \$6.24 each	636 48
90 gun tackles, carronades, 42 pounders, at \$3.25 each	295 50
12 large breeching hooks, at \$1 each	12 00
30 train bars, at \$1.50 each	45 00
64 tube boxes, at \$1 each	64 00
64 powder horns, at \$1 each	64 00
64 bits, at 30 cents each	19 20
64 priming wires, at 20 cents each	12 80
32 salt boxes, at \$1.12 $\frac{1}{2}$ each	36 00
64 gun aprons, at 75 cents each	48 00
64 match stocks, at 50 cents each	32 00
80 battle lanterns, at \$2.62 $\frac{1}{2}$ each	210 00
80 lantern bags, at 50 cents each	40 00
14 loggerheads, at \$1.25 each	17 50
64 gun locks, at \$5 each	320 00
1 set shot gauges	50
900 stand 32-pound grape shot, at 5 cents.	1,440 40
500 stand 42-pound grape shot, at 5 cents.	1,050 00
350 stand 32-pound cannister, at 5 cents.	560 00
250 stand 42-pound cannister, at 5 cents.	735 00
Priming powder, 22 cwt. 1 qr. 8 lbs., at 18 cents per lb.	450 00
Cannon powder, 142 cwt. 3 qrs. 12 lbs., at 18 cents per lb.	2,880 00
2,500 tubes, at 2 cents each	50 00
64 spikes and mallets, at \$1.	64 00
34 handspikes, at \$1 each.	34 00
1,280 32-pound cylinders, at 10 cents each	128 00
1,000 42-pound cylinders, at 10 cents each	100 00
16 worms, at \$2.50 each	24 00
16 ladles, at \$4 each	64 00
8 worms and ladles, carronades, at \$6.	48 00
5 arm chests, at \$8 each	40 00
8 division bags, at \$1.50 each	12 00
64 muzzle caps, at 50 cents each	32 00
8 gun scrapers, at \$1 each	8 00
34 rammers, long guns, at \$1.75 each	59 50
34 sponges, at \$2 each	68 00
30 sponges and rammers, at \$3.75	112 50
30 elevating caps, screws, and boxes, at \$12	360 00
8 blunderbusses, at \$7 each	56 00
120 muskets and bayonets, at \$5.50 each	660 00
120 cartouch boxes, at \$1.25 each	150 00
120 pistols, at \$3 each	360 00
60 cartouch boxes, at \$1 each	60 00
60 boarding axes, at 50 cents each	30 00
200 boarding caps, at 50 cents each	100 00
200 boarding pikes, at 30 cents each	60 00
1 flash pistol	3 00
200 cutlasses, at \$1 each	200 00

3 conductors	
3 wad formers, at 50 cents each	\$1 50
9,000 sizing stuff, 80 lbs., at 16 cents per lb.	12 80
Hambroline, 60 lbs., at 19 cents per lb.	11 40
Houseline, 50 lbs., at 19 cents per lb.	9 50
Marline, 50 lbs., at 19 cents per lb.	9 50
Whipping twine, 6 lbs., at 29 cents per lb.	1 74
Sewing twine, 6 lbs., at 39 cents per lb.	2 34
12 sides bellows leather, 1 cwt. 8 lbs., at 21 cents per lb.	25 20
2 bolts No. 7 canvas, at \$15 each	30 00
40 yards old canvas, at 12½ cents per yard.	5 00
8 pouch barrels, at \$4 each	32 00
2-yarn spun yarn, 1 cwt. 2 qrs., at \$10 per cwt.	15 00
	\$12,473 39

SAILMAKER'S DEPARTMENT.

1 main topsail, 1 mizen staysail, 1 jib, 1 fore topgallant sail, 1 main royal, 1 main topgallant sail, 1 mizen topgallant sail, 1 fore royal, 1 mizen royal, 1 main leech awning, sails for boats, six wind sails, 1 set hammock cloths, 1 set tarpaulings, 1 set steering sail covers, 550 hammocks, 550 clothes bags, 30 cots.	
2,340 yards cotton duck, No. 1, at 41 cents per yard	\$954 40
1,260 yards cotton duck, No. 5, at 34 cents per yard.	428 00
46 bolts of canvas, No. 1, at \$19 per bolt	874 00
34 bolts of canvas, No. 3, at \$17 per bolt	629 00
30 bolts of canvas, No. 5, at \$16 per bolt	480 00
20 bolts of canvas, No. 8, at \$14.50 per bolt	290 00
30 bolts of Russia canvas, at \$20 per bolt.	600 00
250 lbs. sewing twine, at 40 cents per lb.	90 00
200 lbs. spun yarn, at 12 cents per lb.	24 00
1,600 lbs. bolt rope, at 12 cents per lb.	192 00
40 lbs. houseline, at 20 cents per lb.	8 00
25 lbs. marline, at 20 cents per lb.	5 00
50 lbs. beeswax, at 40 cents per lb.	20 00
20 lbs. tallow, at 11 cents per lb.	2 20
60 thimbles, at 16 cents each.	9 60
510 days' work, at \$1.50.	765 00
	\$5,371 60

COOPER'S DEPARTMENT.

159 water and spirit casks requiring repairs, containing 32,006 gallons } 20 20-gallon breakers. } 20 15-gallon breakers. } 49 5-gallon breakers. }	60 days	\$200 00
6 non buoys. } 2 harness casks. } 2 grog tubs. } 1 horse bucket ... } 1 steep tub. } 1 cook's tub. } 115 mess cans. } 147 mess kids. } 45 deck buckets. } 64 match tubs. }	For repair	100 00
13,000 gallons water casks to be replaced.		1,100 00
6,000 gallons spirit casks to be replaced		500 00
		\$1,900 00

RECAPITULATION.

Carpenters, caulkers, blacksmiths, &c.	\$15,027 00
Master's department	15,234 00
Boatswain's department	1,764 72
Gunner's department.	12,473 39
Sailmaker's department.	5,371 60
Cooper's department	1,900 00
	\$51,770 71

Respectfully submitted.

(Signed)

J. CHAUNCEY.

NAVY YARD, New York, December 4, 1827.

20TH CONGRESS.]

No. 349.

[1ST SESSION.]

ON CLAIM OF THE WIDOW OF A SEAMAN, LOST ON BOARD THE SHIP INSURGENT, FOR FURTHER RELIEF.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 25, 1828.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the petition of Eleanor Wells, reported:

That by the last pay roll and the shipping articles of the frigate *Insurgent*, received from Captain P. Fletcher, her commandant, with his letter, dated Hampton Roads, 7th August, 1800, it appears that Luke Wells, or, as he wrote his name, Wills, shipped as a landsman, at \$10 per month, on the 18th day of July, 1800, for twelve months, to commence from the last time of weighing anchor or departure from Cape Henry. This vessel left the waters of the United States, under instructions dated at the Navy Department, July 14, 1800, to cruise on and near the coast of the United States, to defend our commerce, and especially against the aggressions of the "Guadalupe privateers." The vessel and crew were lost. The Congress of the United States, April 29, 1802, (Laws of the U. S., vol. 3, p. 492,) granted to the widows, if any, and if not, then to the child or children of any officer, seaman and marine in the service of the United States, and took on board that vessel, a sum equal to four months' pay of the person lost. It appears that the petitioner, as the widow of Luke Wells, availed herself of the provisions of this act. It does not appear that her son ever was in the service of the United States; nor that her husband, at the time he left the United States, in any degree contributed to her support, or provided for it; nor is it seen how the proof of these facts could vary the present case. The petitioner is poor, old and infirm.

Your committee have examined the facts in this case, and the laws in force at the time of the loss of the *Insurgent*. At that time there was no law making any provision in any event for the widow of a seaman or marine. In 1802, Congress took the subject into consideration, and made provision for this case—and for the first time extended the bounty of the country to the widow of the seaman and marine.

In this case the committee does not deem it expedient to make any further provision for the widow. Her husband was not killed in battle, or by the enemies of the country—but was lost by the perils of the sea; and against losses from these perils, the committee are of opinion the United States ought not to indemnify the widows and children of seamen or marines; and, therefore, they recommend the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

20TH CONGRESS.]

No. 350.

[1ST SESSION.]

ON THE CONSTRUCTION OF DRY DOCKS AT BROOKLYN, NEW YORK, AND PORTSMOUTH, NEW HAMPSHIRE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 25, 1828.

Mr. HOFFMAN, from the Committee on Naval Affairs, who were instructed by a resolution of the House of Representatives, of December 12, 1827, to inquire into the expediency of causing the construction of dry docks to be commenced at the Navy yards at Brooklyn, New York, and Portsmouth, New Hampshire, reported:

That dry docks are, in the opinion of your committee, the best, safest, most economical, as well as a most necessary means for the repair of the public armed vessels. On this part of the subject, the committee will not weaken, by any effort to sustain, the able, conclusive and satisfactory arguments of the Navy Commissioners, in their report to the Secretary of the Navy, of February 17, 1826; and respectfully refer the House to that report, as proving conclusively the strong necessity for and great advantages of dry docks in the repair of our public ships, as well as the great usefulness of such docks as an appendage to building ways.

In the report made by Mr. L. Baldwin to the Secretary of the Navy, December 28, 1826, after due examination and a detailed estimate, the expense of constructing a dry dock is stated to be, at—

Charlestown.....	\$356,364 00
Gosport	398,800 00
Brooklyn	380,116 86
Portsmouth.....	349,571 71

These estimates are believed to be reasonable, and show that the docks at the two last-named yards would cost \$25,975.47 less than at the two first; and that the docks at the last would cost \$49,228.29 less than the most expensive, and \$7,282.33 less than the least expensive of the others. In the report of the Secretary of the Navy to the President of the United States, of December 1, 1827, it is stated that, under the fourth section of the act of March 3, 1827, for the gradual improvement of the navy of the United States, the sites for the two dry docks authorized by that act had been located at Charlestown and Gosport. This location was made in accordance with the intimation contained in the report of the Secretary of the Navy to the President of the United States, of January 10, 1827. The legislative and Executive Government of the United States having thus concurred to the construction of the dry docks

at the two sites above mentioned, it is respectfully submitted that there cannot be found, to the mere comparative *expense* of the two others, any serious objection to their construction.

The committee would respectfully remark, that the Navy Department has been uniform in the expression of an opinion of the necessity and advantages of dry docks; and the legislation above referred to proves conclusively that, in the judgment of the whole government, dry docks were necessary, and would be beneficial over any other mode of repairing our armed vessels. The only remaining duty of your committee seems to be, to ascertain whether those already authorized will, in the growing necessities of the navy, *and in the event of war*, answer all the useful purposes so justly expected from the employment of such docks; and if there is reason to think they will not, then, whether those contemplated by the resolution of the House will essentially contribute to that end.

All measures respecting our navy should be designed to contribute to its efficiency in the defence of the republic and its commerce. This rule most emphatically applies to the location and use of dry docks, as lasting appendages to our naval establishments. In war, a considerable part of our naval force must be employed on our eastern coast, and especially should our enemies possess the country north and east of the United States. The vessels guarding that coast may, by the necessities of weather or the accidents of war, be obliged to refit or repair. Their convenience as well as safety will induce them to seek the nearest port, as the one they may most easily reach and from which they may most speedily return to guard the coast, defend our commerce and annoy the enemy. At such a season, Portsmouth, *always accessible, susceptible of being safely and securely defended, and always open to the sea, and almost impossible to be blockaded*, and having at it an established navy yard, furnished with all the materials and workmen for the most speedy repairs, and hardy seamen, collected by inactive commerce, from which to recruit the crews of armed vessels, will be at once the nearest, safest and most proper resort. But the public vessels, driven into that harbor by stress of weather, or induced to take shelter there for repairs in the accidents of war, or lying there in ordinary, or building there, cannot, if in any considerable degree out of repair, with any safety attempt, while hostile fleets are hovering on that coast, to sail for Boston for repairs. If, then, in time of peace, a dry dock at Charleston may suffice for our navy on that coast, it appears to be wholly inadequate to the wants of the navy in time of war; while a dry dock at Portsmouth, convenient and advantageous in peace, will be indispensable in time of war.

In a considerable degree, the same observations apply to New York and the Navy yard at Brooklyn. A vast commerce is collected in that port. Out of this grows at once the public revenue and the commercial accommodation of almost every part of the Union. To disturb or destroy this commerce, is at once greatly to injure and cripple the government, and to distress our citizens, not only in and near that city,

but also in every part of the United States connected with it by the course of trade. The immense value of property afloat in that harbor, the revenue collected there, and the intimate connection of its trade with the general prosperity and accommodation of the country, will always strongly invite the cupidity and assaults of the public enemies. To collect a large part of our naval force at that place can scarcely add any inducement to attack; but the vessels of war prepared for sea, and the crews of those undergoing repair, and the marines attached to them, would constitute a most valuable and efficient portion of the requisite means for the defence of the place, and, in its defence, that of our revenue and commerce. Hence it will at all times, in war, be desirable to draw into that port a very large proportion of the public armed vessels. There, too, it will be found most easy to enlist and recruit the crews of our ships from the great collection of our seamen. The best materials and workmen for the building, repairing and refitting of ships will abound in that harbor; and, on these accounts, it may be considered as among the best places for our ships in ordinary, and as a rendezvous for those in commission requiring repairs, additions to their crews, or supplies. In peace, then, a dry dock at Brooklyn promises every advantage which can be anticipated from one at any place. In peace, too, it would be difficult and expensive to cause the public ships, built or in ordinary, or in commission there, to sail from New York either to Boston or Gosport for repair. In war, it would be impossible, and the attempt would expose to capture all those which needed any considerable repair.

Without giving any opinion as to any further increase than that contemplated by the resolution, the committee are of opinion that the two dry docks now authorized cannot, for the reasons above assigned, even in peace, answer the reasonable wants of the navy, and that in war they will be very inadequate to its proper accommodation: and they believe that dry docks at Portsmouth and Brooklyn will essentially contribute to the economy, safety, and efficiency of the navy.

From the construction and use of these docks in every maritime country of western Europe, the committee cannot consider, as a new undertaking, the construction of them in the United States. Nothing more, during the year, can be done towards any which may be now authorized than to procure the requisite materials. From the progress made, and making, in the construction of those already authorized, it is submitted that the Department and its agents will hereafter, in the construction of such as may be now authorized, proceed in a great degree with the benefits of experience. And by authorizing at this time the construction of these two additional docks, it is not reasonable to suppose that they can be employed in all or for the use of the navy earlier than 1832. In the delays and slow progress unavoidably incident to the construction of these docks, in the best and most durable manner, the committee find a strong inducement to recommend their early commencement. And, inasmuch as the money appropriated by the act for the gradual improvement of the navy, approved March 3, 1827, may, for the year, in the opinion of the committee, be well employed for the purposes therein specified, they recommend an additional appropriation for the commencement of the dry docks in question, and especially as no more than eighty thousand dollars can be well employed in procuring materials for each of these docks this year.

The committee, therefore, report a bill accordingly.

NAVY DEPARTMENT, January 7, 1828.

SIR: I have the honor to state, in answer to your letter of the 2d inst., on the subject of dry docks, that I have no information to communicate in addition to the report of 10th January, 1827.*

* For this report, see antecedent No. 325. For report of Commodore Wm. Bainbridge, dated 17th of February, 1826, with this letter, see No. 307.

If appropriations should be made for building dry docks at Portsmouth and New York, nothing more could be done during the present year than to select the site, and purchase a portion of the materials. Eighty thousand dollars for each dock authorized would be sufficient for this year. Not less than three nor more than four years will be required to complete them after the work is commenced. Considerable benefits will no doubt be derived from the experience gained in the construction of those already authorized before the others are commenced, by which imperfections may be avoided, and the greatest economy insured.

Should two more docks be directed to be built, the Department will endeavor so to arrange the time of erection and expenditure of the appropriation as to insure the best information, and its most beneficial application.

I am, very respectfully, &c.,

SAM'L L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman of the Naval Committee, House of Representatives.*

20TH CONGRESS.]

No. 351.

[1ST SESSION.]

ACCOUNT OF DESTRUCTION OF THE TURKISH FLEET BY THE ENGLISH, FRENCH AND RUSSIAN FLEET AT NAVARINO, AND OF PIRACY BY THE GREEKS IN THE MEDITERRANEAN.

COMMUNICATED TO THE SENATE FEBRUARY 4, 1828.

NAVY DEPARTMENT, *February 4, 1828.*

SIR: I had the honor to inform you, in my letter of the 8th January, in reply to yours of the second, that the Department possessed no official information of any depredations upon our commerce.

I now enclose a copy of a letter from Captain D. T. Patterson, commanding the United States frigate Constitution, giving an account of the action at Navarino, and the measures adopted by the allied forces for the suppression of piracy.

I am, very respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. SAMUEL SMITH, *Chairman of the Committee of Finance.*

Copy of a letter from Captain Daniel T. Patterson to the Secretary of the Navy, dated—

UNITED STATES SHIP CONSTITUTION, *Smyrna, November 12, 1827.*

SIR: I have the honor to inform you that, on the 21st ultimo, an action took place between the allied squadrons of England, France and Russia, and the Ottoman fleets, in the port of Navarino, which resulted in the entire defeat and destruction of the latter.

Enclosed is a plan of the position of the two fleets, obtained from the English.

The intelligence reached this place on the night of the 27th, and produced great consternation and alarm among the Frank population of every description, lest a popular tumult might occur with the Turkish population, when no distinction of nation would be made, but an indiscriminate massacre take place; but I am happy to be able to inform you that the greatest tranquillity and most perfect good order have been preserved, through the active and energetic measures adopted by the public authorities. The Frank merchants generally embarked their goods, and many families moved to the shipping.

The courier from Constantinople, delayed by bad weather, did not arrive till the 5th instant; this unusual delay gave rise to various conjectures, and produced the most fearful anxiety, which was happily relieved by learning that the capital (the movements of which govern this city) remained tranquil upon the receipt of the result of the action, and was likely to continue so.

The English, French, Austrian and Dutch vessels-of-war, immediately upon the receipt of the intelligence of the action, were ranged in line along and close in with the marine, to facilitate the embarkation of their respective subjects. This ship retained her original station. As the United States had given no cause of offence, I wished to avoid even the appearance of supposing that either American citizens or property could possibly be endangered by the event that had occurred. The course pursued by me was immediately remarked by the government here, and gave much satisfaction.

This ship and boats were in a state of readiness to act promptly, as occasion might require, and signals, day and night, were and are established with our consul.

The Turkish fleet amounted in number to one hundred and fourteen vessels of all descriptions, including transport, eighty-four of which were vessels-of-war; that of the allies to twenty-eight, of which ten were of the line, twelve frigates, two sloops and four brigs.

The Russian squadron consisted of four of the line, four frigates and one sloop. All the English and French were engaged, and but few of the Russians, as I am informed by the two former.

Rear Admiral De Régný, upon my asking him if the commanders of the allied forces in the Archipelago intended adopting any measures for the suppression and punishment of piracy, recently becoming so alarmingly extended under the Greek flag, informed me that they had addressed a joint communication to the Greek government, that no Greek cruiser, or armed vessel of any description, would be permitted beyond ten miles from the main land, beginning at Cape Plocoveno, in Eubœa, and extending to Patra; any and every vessel found transgressing this order would be immediately destroyed, and the crew be brought to trial. No vessel or boat to be permitted to depart from any island in possession of the Greeks with a greater number of hands than may be actually necessary to navigate her, and no species of arms whatever permitted in them. Passengers must have passports from the Primate of the island, and who

will be held accountable for any violation of this order. Any boat or vessel found violating this order will be immediately burnt, and the crew brought to trial before a tribunal to be established at Syra, by the allies, and protected by a military force.

Should the allies carry this measure vigorously and rigorously into effect, which I very much doubt, they will soon suppress piracy, which has increased within the last two months beyond anything that could have been imagined.

Supposing that information from this would be particularly interesting at this moment, and an opportunity offering direct for the United States, will, I trust, excuse the irregularity of this communication, in not passing through the commanding officer, to whom I have made a similar report.

Dispatches are hourly expected by the English and French commanders at this place, from their respective ambassadors at Constantinople, with the determination of the Porte as to peace or war.

The following is written upon the envelope:

By courier just arrived from Constantinople, we learn that an embargo has been placed on vessels of these allied powers and their property, but perfect tranquillity exists. D. T. P.

20TH CONGRESS.]

No. 352.

[1ST SESSION.]

ON CLAIM TO FIVE YEARS' HALF PAY OF THE WIDOW OF A SEAMAN WHO WAS CAPTURED WHILE IN THE NAVAL SERVICE, AND DIED IN DARTMOOR PRISON, IN ENGLAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 18, 1828.

Mr. RIPLEY, from the Committee on Naval Affairs, to whom the petition of Abigail Appleton was referred, reported;

That it appears, by the evidence before the committee, that the memorialist is the widow of Daniel Appleton, late of Ipswich, in the State of Massachusetts; that her late husband was a seaman on board the United States sloop Frolic, which sailed from Boston on the 18th of February, 1814, under Captain Bainbridge, and was taken prisoner, carried into Halifax, and thence to England; committed to the Dartmoor prison, where he was taken with the small-pox, of which he died on the 4th of January, 1815.

The petitioner represents that she made application to the Navy Department for five years' half pay, under the provisions of the acts of Congress of January 20, 1813, March 4, 1814, and April 16, 1818, which relate to the subject of pensions to the orphans and widows of persons slain in the public or private armed vessels of the United States. The Department has expressed an opinion that her claim does not come within the letter of those statutes. The committee do not hesitate to express an opinion that her claim is clearly within the spirit and purpose of the laws referred to, and therefore report a bill to give her five years' half pay, from the privateer pension fund.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 4, 1827.*

SIR: I have the honor to transmit to you, herewith, certificates containing the information requested in your letter of the 2d instant, addressed to Mr. Gilliss, of this office. The act of April 16, 1818, provides "if any officer, seaman, or marine shall have died, since January 18, 1812, in consequence of accident or casualty which occurred, while in the line of his duty, on board any public or private armed ship, leaving a widow, she shall be allowed the same monthly pay as if he died of wounds." The only doubt, in the mind of the Secretary of the Navy, was, whether death in a prison of the enemy was the same as death on board the ship.

I have the honor to be, respectfully, sir, your obedient servant,

T. WATKINS.

HON. JOHN VARNUM, *House of Representatives.*

I certify that it appears, from documents on file in this office, that Daniel Appleton, a seaman on board the United States ship Frolic, born at Ipswich, Mass., was captured in the said ship, in April, 1814, carried to Dartmoor prison, in England, and there died, on the 4th day of January, 1815.

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 5, 1827*

The U. S. sloop-of-war Frolic, under the command of Master Commandant Joseph Bainbridge, sailed on a cruise from Boston, on the 18th of February, 1814, and was captured near the coast of Cuba on the 20th of April following, by the British frigate Orpheus, Captain Hugh Pigot, and the British schooner Shelburne, Lieutenant Hope.

NAVY DEPARTMENT, *January 4, 1827.*

I certify that the truth of the above statement is sustained by documents on file in this Department. JOHN BOYLE.

20TH CONGRESS.]

No. 353.

[1ST SESSION.]

APPLICATION OF URIAH BROWN FOR PATRONAGE TO HIS INVENTION OF A COMPOSITION FOR THE DESTRUCTION OF VESSELS, SIMILAR TO THE "GREEK FIRE."

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 18, 1828.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The invention of the Greek fire, so celebrated among the ancients, and which led to a new revolution in the art of war, by the invention of gunpowder, is ascribed to Callinicus of Heliopolis, a town in Syria, who used it with so much skill and effect during a naval engagement, that he destroyed a whole fleet belonging to the enemy, in which were embarked 30,000 men. It is defined to be a sort of artificial fire, which insinuates itself beyond the surface of the sea, and which burns with increased violence when it mixes with water. Its directions are contrary to the course of natural fire; for the flames, we are told, will spread themselves downwards, to the right or left, agreeably to the moment that is given.

It was used in the year 1679, and was known and used in 1291. It was certainly liquid, and was employed in many different ways, but chiefly on board of ships, being thrown, from large engines, on the ships of the enemy. This fire was sometimes kindled in vessels of a particular description, which might be called fire-ships, and which were introduced among a hostile fleet. Sometimes it was put into jars and other vessels, which were thrown at the enemy by means of projectile machines, and sometimes squirted by the soldiers from hand engines, or, as it appears, blown through pipes. This fire was discharged from the forepart of ships by machines constructed of copper and iron, the extremity of which resembled the open mouth and jaws of a lion or other animal. They were painted and even gilded, and it appears were capable of projecting the fire to a great distance.

Professor Beckman, who examined all the ancient authors respecting the Greek fire, expressly says that "the machines which the ancients employed to throw this fire were spouting engines." He also observes, (*Hist. of Invent.*, p. iv. 85.) "that John Cameniata, speaking of his native city, Thessalonica, which was taken by the Saracens in the year 901, says that the enemy threw fire into the wooden works of the besieged, which was blown into them by means of tubes, and thrown from other vessels." This passage proves that the Greeks, in the beginning of the tenth century, were no longer the only people acquainted with the art of preparing this fire, the precursor of our gunpowder. The emperor Leo, who, about the same period, wrote his *Art of War*, recommends such engines, with a metal covering, to be constructed in the forepart of ships; and he twice afterwards mentions engines for throwing out Greek fire. In the east one may easily have conceived the idea of loading some kind of pump with the Greek fire; as the use of a forcing pump for extinguishing fires was long known there before the invention of Callinicus.

Writers differ considerably as to the composition of Greek fire, properly so called, as there were many preparations, some hundred years after the discovery, which went under the name of Greek fire. Certain it is that the Greeks had a knowledge of a very high combustible preparation, which water could not extinguish, and which, from its nature, must have had the property of decomposing water itself, of converting it into hydrogen, or possessed so much oxygen as to support the combustion of the inflammable substances, even in contact with water. It appears that it could only be extinguished, or its ardor damped, by urine, sand, vinegar, &c., or with undressed leather and green hides.

Porta, (*Magre Naturelle*), in treating of this subject, remarks that "when Constantinople was attacked, the Emperor Leo burnt the vessels or boats of the enemy, to the number of 1,800, by means of the Greek fire." In 1249, at the siege of Danietta, the French experienced the fatal effects of it.

Trevenot (*Travels in the Levant*) says that "in the fifty-second year of the Hegira, (anno Domini 672,) Constantinople was besieged, in the reign of Constantine Prognates, by Yesid, the son of Moavia, the first Caliph of the family of Ammiades, when the Emperor found himself so pressed that he was almost reduced to despair; but the famous engineer, Callinicus, invented a kind of *wild fire*, which would burn under water, and by this means destroyed the whole fleet."

Gibbon (*History of the Decline and Fall of the Roman Empire*, vol. vii, p. 282) speaks also of the Greek fire, and observes that "the deliverance of Constantinople may be chiefly ascribed to it. It appears that Callinicus, the inventor, deserted from the service of the Caliph," (in consequence, no doubt, of the *illiberality and injustice* which he experienced from the latter,) "to that of the Emperor;" and Gibbon is of opinion that this discovery or improvement in the military art was fortunately reserved for the distressful period, when the degenerate Romans of the east were incapable of contending with the warlike enthusiasm and youthful vigor of the Saracens. He describes the fire to be strong and obstinate, and that it was quickened by water; that sand, urine, and vinegar were the only agents that could damp its fury; that it was used for the annoyance of the enemy, both by sea and land, in battles or in sieges, and was either poured from the rampart in large boilers, or launched in red-hot balls of stone and iron, or darted in arrows or javelins, twisted round with flax and tow, which had deeply imbibed the inflammable matter; that at other times it was deposited in fire ships, or blown through long tubes of copper, fixed on a prow of a galley; that its composition was kept secret at Constantinople, pretending that the knowledge of it came from an angel to the first and greatest of the Constantines, with a sacred injunction not to divulge it under any pretext, &c. He also observes that, "after it was kept secret above 400 years, and to the end of the eleventh century, the method of preparing it was stolen by the Mahometans, who employed it against the Crusaders. A knight, it appears, who despised the swords and lances of the Saracens, relates with heartfelt sincerity his own fears at the sight and sound of the mischievous engine that discharged a torrent of the Greek fire, the *feu Gregeois*, as it is styled by the more early of the French writers. "It came flying through the air," (quoting Joinville, *Histoire de St. Louis*), "like a winged, long-tailed dragon, about the thickness of a hog'shead, with a report of thunder, and the velocity of lightning; and the darkness of the night was dispelled by this deadly illumination."

The use of the Greek, or, as it might now be called, Saracen fire, was continued to the middle of the fourteenth century, when the scientific or casual compound of nitre, sulphur and charcoal effected a new revolution in the art of war and the history of mankind.

Ruggeri (*Pyrotechnie Militaire*, p. 289) states that Pliny mentions, in his time, a combustible substance which was thrown on armed men, and burst and destroyed them in the midst of battle; that

it was employed successfully by the successors of Constantine, and its composition was kept a *state secret*; that the Turks used it, or a composition of a similar nature, at the siege of Damietta, in 1249, forty-five years after the death of Roger Bacon; and finally, that when the composition and effects of gunpowder became known, the Greek fire, although it laid the foundation of the invention of gunpowder, was no longer in use, and the secret of the original preparation became lost.

Such then, it appears, were the terrible effects produced by the Greek fire, at a period when the mechanic arts and sciences were comparatively in their infancy.

This fire, or a composition equal in every respect to it, has been rediscovered in the nineteenth century, by a *native American*, after the secret had been lost for near five hundred years. The exclusive benefits of this composition, together with the *certain* means of rendering it infinitely more formidable and irresistible to an enemy than was ever anticipated by its original inventor, bidding defiance to any known means of attack, and possessing the power of *instantaneous* and *inevitable* destruction to any object subjected to its operation, is now, for the *last* time, respectfully offered by the inventor to the representatives of this republic, for their consideration and adoption. And he indulges the hope—for the honor of the country which gave him birth, for the love he bears that country and its free institutions, for the fond affections which he cherishes for many of his fellow-citizens, and for the sake of unborn millions, who may yet live to deplore and to deprecate the act—that he may not be *forced*, like Callinicus, to seek in a foreign land that consideration and requital for his sacrifices and patriotic zeal which have so long been withheld from him in his own.

Respectfully submitted.

URIAH BROWN.

20TH CONGRESS.]

No 354.

[1ST SESSION.]

ON CLAIM TO PENSION OF THE WIDOW OF A NAVAL OFFICER WHO LOST HIS REASON
WHILE IN COMMAND OF A PUBLIC VESSEL.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 21, 1828.

Mr. MILLER, from the Committee on Naval Affairs, to whom was referred the petition of Jane Baker, reported:

That the petitioner alleges that she is the widow of Thomas Baker, who, while a captain in the navy of the United States, commanding the sloop-of-war Delaware, on the Curaçoa station, was deprived of his reason, the effects of a fever, and that he never recovered his senses; that she is poor, old, and partially helpless by the loss of the sight of her left eye.

The annexed letter of the Secretary of the Navy, of February 12, 1828, proves that the petitioner's husband, Thomas Baker, was a captain, and commanded the sloop-of-war Delaware, and was pensioned on the 20th day of August, 1801, and received a pension of \$37.50 per month until the 8th day of March, 1820, the day of his death, but cannot state the cause why he was placed on the pension roll, but supposes that stated by the petitioner to be the probable one.

The facts that the petitioner is the widow, yet unmarried, of Captain Baker, and that while he was so engaged in the naval service of the United States, by reason of the unhealthiness of the climate where he was cruising, he became sick of a fever which destroyed his reason, are not proved, except by the oath of the applicant as to her history; and if they were proved, the committee are of opinion that the case of the petitioner would not come within the spirit of the provisions heretofore made by law in relation to pensions chargeable on the navy or privateer pension fund, and therefore recommend the following resolution:

Resolved, That the petitioner have leave to withdraw her petition.

NAVY DEPARTMENT, *February 12, 1828.*

SIR: Your letter of this morning, in relation to the petition of Jane Baker, widow of the late Captain Thomas Baker, has been received.

It appears, by reference to the pension roll of this Department, that Thomas Baker, captain of the U. S. ship Delaware, was pensioned on the 20th August, 1801, and received a pension of \$37.50 per month until the 8th March, 1820, the day of his death. It is probable that the cause of pension is correctly stated, but certainty on the subject is unattainable, as most of the papers of the date referred to were destroyed by the British troops in 1814. Under the pension laws now in force no relief can be afforded by this Department.

I have the honor to be, sir, your obedient servant,

SAMUEL L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman of the Committee on Naval Affairs.*

20TH CONGRESS.]

No. 355.

[1ST SESSION.]

ON CLAIM OF ELIZABETH WHITEHEAD TO A PENSION FOR THE LOSS OF HER SON, KILLED ON BOARD OF THE FRIGATE CHESAPEAKE, IN THE WAR OF 1812-'15.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 7, 1828.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the petition of Elizabeth Whitehead, reported:

That the petitioner alleges that she is old, poor, unable to maintain herself, a widow, and the mother of Joseph Judy; that the said Joseph entered the naval service at Boston, as a carpenter's mate, on board the Chesapeake, in April, 1813, and that he was killed in the engagement between that vessel and the Shannon.

The age of Joseph Judy, at the time of his enlistment or death, is not certainly ascertained by the proofs, but it is inferable from them that he was not a minor, but over the age of twenty-one years; and there is no proof that he died without leaving a widow, or issue, or had at all in any way appropriated any part of his pay for the support of his mother. This case, therefore, on the present proofs, does not, in the opinion of the committee, come within the most enlarged rule adopted by Congress, in granting pensions to the mothers of persons killed in the naval service of the United States; and, therefore, they recommend the following:

Resolved, That the petitioner have leave to withdraw her petition.

20TH CONGRESS.]

No. 356.

[1ST SESSION.]

ON CLAIM OF ELIZABETH MAYS TO A PENSION FOR THE LOSS OF HER SON, KILLED ON BOARD OF THE LAWRENCE, IN THE WAR OF 1812-'15.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 7, 1828.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the petition of Elizabeth Mays, reported:

That, from the proofs in this case, it appears that the petitioner is old, poor, unable to maintain herself, a widow, and the mother of Wilson Mays, deceased; that the said Wilson Mays enlisted in the naval service of the United States, as an ordinary seaman, on the 16th of July, 1812; was promoted to a carpenter's mate, and held that station when he was killed, on the 10th of September, 1813, on board the Lawrence, without leaving a widow or issue, and that his mother received half of his monthly pay, by *allotment*, at the time of his death.

The committee are of opinion that the facts in this case come strictly within the rule adopted by the last Congress, in granting a pension to Penelope Denny; and, therefore, report a bill granting to Mrs. Mays a pension equal to one-half the pay of her son; to be paid out of the navy pension fund, half-yearly, for five years, with the usual limitations.

NAVY DEPARTMENT, March 5, 1828.

Sir: In answer to the inquiries contained in your letter of 25th February last, I have the honor to state that Wilson Mays entered the naval service of the United States, as an ordinary seaman, on the 16th of July, 1812; was promoted to carpenter's mate, and held that station when he was killed, on the 10th September, 1813, on board the Lawrence; and that his mother received half his monthly pay, by *allotment*, at the time of his death.

I am, very respectfully,

SAM'L L. SOUTHARD.

Hon. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

20TH CONGRESS.]

No. 357.

[1ST SESSION.]

CONDITION AND EXPENSE OF THE UNITED STATES AGENCY FOR RECAPTURED AFRICANS TAKEN TO THE COAST OF AFRICA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 12, 1828.

NAVY DEPARTMENT, March 11, 1828.

Sir: In answer to the resolution of the House of Representatives, of the 5th instant, directing the Secretary of the Navy to lay before the House "such intelligence as his Department may supply respecting the present condition and probable annual expense of the United States agency for recaptured Afri-

cans upon the coast of Africa; and to comprehend therein any information, possessed by said Department, illustrative of the present circumstances of the settlement of free colored people at Liberia, and of those liberated Africans who have been restored to that continent in pursuance of the act of Congress of 1819:" the Secretary of the Navy has the honor to lay before the House a copy of two letters from J. Ashmun, who is temporarily the acting agent at Cape Mesurado, one dated August 28, and the other December 22, 1827; a schedule of the public buildings and other property, with their estimated value; a statement of the disposition made of the Africans sent from Georgia by the ship Norfolk; and an extract of a letter from Master Commandant J. B. Nicholson, dated February 20, 1828.

These papers contain all the information, recently received, of the present condition of the agency, which is represented as prosperous and encouraging.

It will be perceived that all the liberated Africans have, by this time, ceased to be a charge to the United States.

Should no farther captures be made, the only expense, under existing regulations, will be for the care of the public property and the salaries of the agents. It may be proper, however, to state that 121 Africans, landed from the wreck of a Spanish vessel, have lately been seized at Key West, and measures adopted by the marshal of East Florida for their removal to St. Augustine, preparatory to a trial. The decision respecting them cannot be anticipated, but it is possible that the case may be considered as coming within the acts of Congress; in which event the duty will devolve upon the Executive of removing them from the United States. Provision was made for such an emergency, in the estimate presented at the commencement of the session.

Accounts of the expenditures at and for the agency have been furnished to the close of the last year; those subsequently received have not yet been settled.

Orders were given on December 10 not to expend any more money on the public buildings, and the agent was directed to prepare a schedule of them and their cost; this was partly anticipated by one of the accompanying papers, but the current estimated value is substituted for the actual cost, which is probably not more than one-half the amount stated.

A map of the country having been engraved, a copy of it is herewith sent, showing the position of the several settlements.

The Department is not in possession of any other information particularly "illustrative of the present circumstances of the settlement of free colored people at Liberia." Reports on that subject are addressed to the Colonization Society; nor has the Department any knowledge, further than what arises from the unavoidable connection existing between the agency and the settlement of free people, and which connection has heretofore been explained in communications to Congress.

All which is respectfully submitted.

SAM'L L. SOUTHARD.

The SPEAKER of the House of Representatives.

U. S. AGENCY FOR RECAPTURED AFRICANS, *Cape Mesurado, August 28, 1827.*

SIR: I have the honor to acknowledge the receipt, through Doct. Todson, per the ship "Norfolk," arrived here on the 20th instant, 41 days from Savannah, of your letter of the 11th of June, and copies of instructions therein referred to; those originally addressed to the late Doct. Peaco, dated April 2, and those given to Doct. Todson, dated the 11th June; all of the present year.

In obedience to those instructions, I have received 142 Africans at the agency, (the number embarked at Savannah having been diminished by two, from the death of a child and an aged paralytic,) and proceeded to dispose of them in the way judged most conducive to their welfare, and most conformable to the views and instructions of the Department. Under this disposition of these people, of which the particulars shall be forwarded by the return of the Norfolk, three-fourths of them will cease to be a charge to the United States at the end of *one month*, and *all* (except the sick) at the end of *six months*. All the adults are to receive lands, and will be admitted to the privileges of colonial settlers at the expiration of 12 months, provided their conduct, within that term, shall not prove them unworthy of the civil rights attaching to landed property in the colony.

Conformably with the same instructions, I have reorganized the service of the agency, with a view to diminish and reduce, to the lowest estimated amount, its future expenses.

W. L. Weaver, the book-keeper and assistant, appointed by the late Doct. Peaco, is discharged after the 31st of the present month.

The storekeeper, E. Johnson, whose services in keeping, distributing, and exchanging the stores and other property belonging to the Norfolk's cargo, *cannot be dispensed with*, is retained at a compensation of \$333 per annum, for six months from the same date.

A. D. Williams, the former superintendent, is also retained at a compensation of \$400, for the same term.

The reason of retaining Mr. Williams is, that his superintendency, and other services, are absolutely necessary to place the Africans in situations, accustom them to such employments, and form them to such habits, as shall enable them, some from the first, *all* at the end of six months, to support themselves.

On the supposition that no more Africans are too sent to the agency, I beg to submit an estimate of its future expenses in this country—anticipating its expiration on the 1st of September, 1828—exclusive of drafts on the Department previous to the present time, some of which appear not to have been received on the 11th of June last, and of the stores, &c., received per the Norfolk.

Estimate.

1. Compensation due to W. L. Weaver, in full for past services up to the time of his discharge, August 31, 1827,.....	\$175 00
2. Compensation due to E. Johnson, storekeeper, in full for services, up to the 31st August, 1827,.....	75 00
3. Compensation due to E. Johnson, storekeeper, in full for services to be rendered the ensuing six months, when they are to terminate.....	166 50

4. Compensation due to Griffin, Steward, and Clarke, associate carpenters, for carpenters' work accomplished and doing on the United States buildings for recaptured Africans and superintendent, at Stocktown.....	\$200 00
5. Compensation due to the same carpenters, for work done and doing on Fort Norris battery, Cape Mesurado.....	95 00
6. Compensation due Nelson's services as carpenter, Stockton buildings.....	250 00
7. Estimated amount of masons' and painters' bills, for underpinning and painting the Stockton buildings.....	275 00
8. Bills of William Draper, employed, in 1826, by Doctor Peaco, to build a very expensive double piazza, with Venetian work, quite round the large agency house, involving alterations in the house.....	2,400 00
9. Bills of masons, carpenters, and painters, for work necessary to complete the new agency house.....	300 00
10. Bills of carpenters and smiths, for completing the large schooner boat, now on the stocks, Materials for the same, and for repairing the Catherine.....	650 00
11. Bills of painters, and for materials for painting the United States ware, gun, and other remaining houses.....	400 00
12. Expenses incurred about Fort Norris battery, for the protection of the roads, estimated at.....	240 00
13. Expenses for compensation to A. D. Williams, superintendent recaptured Africans, February 28, 1828.....	165 00
14. Incidentals. Agent's personal expenses during the year, to end August 31, 1828, \$100; for (exclusive of pay) extra services and fixtures about the public stores, \$50; salutes to foreign national vessels, \$50; compensation for military and ordnance storckeeper, \$36.....	400 00
15. Amount of draft, for purchases made of the schooner Eclipse, in favor of Wm. De la Roche. <i>Note.</i> The amount of this draft, dated to-day, is \$1,602.97½, comprehending—	236 00
Of the 1st item of the preceding estimate.....	\$72 87½
Of the 4th item of the preceding estimate.....	92 00
Of the 6th item of the preceding estimate.....	120 00
Of the 8th item of the preceding estimate.....	290 00
Of the 13th item of the preceding estimate.....	30 00
	\$604 87½

And leaving, after abating this general estimate, \$604.87½, for purchases properly belonging to item 15..... 998 10

Making, exclusive of my own, or substitute's pay, through the year beginning September 1, 1827, in full, for all future expenses to that date, and supposing the expiration of the agency at that date, six thousand nine hundred and eighty-five dollars and sixty cents, \$6,985 60

In the foregoing estimate I have most anxiously studied economy on the one hand, but I have, also, on the other, not been regardless of the mode of closing a concern of so interesting a nature, situated in a foreign country, which becomes the justice and dignity of the Government of the United States. The actual state of the United States *dwelling, ware, and gun houses*, its fortifications and their armament, *the buildings for the recaptured Africans, and the boats, &c.*, belonging to the agency, (worth, at a moderate estimate, \$14,000,) requires also a large part of the additional expense included in this estimate, in order to furnish and put them in a condition to fit them either for sale or preservation.

Doctor Todson will furnish himself with a properly authenticated schedule of all the permanent property belonging to the United States at this date, attaching to the agency, which probably will not materially vary at the year's end.

Having formed the above estimate in the exercise of my best discretion, I beg leave, in conclusion, to observe that, *until further instructions from the Department, to which I beg most respectfully to submit it for approval, I shall regulate my expenditures by it, and, without the most extraordinary necessity, shall not exceed any one of the items.*

Respectfully, sir, your obedient servant,

J. ASHMUN.

HON. SAMUEL L. SOUTHARD, *Secretary United States Navy, Washington City.*

P. S.—A general statement of my accounts, since the departure of Doctor Peaco, was forwarded by the United States schooner Shark, which sailed from Mesurado for the West Indies, 12th February last; and a full statement of my accounts, up to the 30th of April, 1827, went by the Doris, which sailed hence for Baltimore on the 22d June last. If my health, which has been bad for two months past, proves sufficient, I shall forward by Doctor Todson a further statement of the accounts to the date of the Norfolk's arrival, August 20, (inst.)

J. ASHMUN.

Understanding a vessel, to be chartered by the American Colonization Society, is expected to sail from the United States for Cape Mesurado, some time in autumn, I have to request that twenty-five thousand of juniper, cypress, or yellow pine shingles may be forwarded by that conveyance, in order to cover the most valuable of the United States houses, &c., in this country. The shingles of the country are dear, and too indifferent to last longer than two seasons. Some require to be annually renewed.

J. ASHMUN.

U. S. AGENCY FOR RECAPTURED AFRICANS, *Cape Mesurado, December 22, 1827.*

SIR: The United States ship Ontario having arrived in Mesurado Roads, last evening, ten days from Sierra Leone, and forty-one from Gibraltar, on her return to the United States, will be the bearer of this communication.

I have the satisfaction of being able to state that all the recaptured Africans at the agency are, with nearly every individual of the American settlers, in perfect health, with the exception of nine cases (of which two are recaptured Africans) of ulcerated legs. The sufferers from this malady have, however, been convalescent since the termination of the rainy season, which, the present year, was unusually protracted, and had scarcely terminated at the beginning of the present month.

The number of the Africans from Georgia has been diminished by two deaths since the date of my letter per the Norfolk. The first was that of an adult, drowned, or, as there is reason to suppose, destroyed by an alligator while bathing in the Mesurado river, on the 10th of October. The other case is of a child, three years old, carried off by a malignant fever of thirty hours' continuance. About forty of the whole company from Georgia have been slightly affected with intermittents. The worst case continued nearly two months, but, generally, the patient recovered in ten days.

These people have proved, far beyond expectation, orderly, peaceable and industrious. Only a solitary offence deserving corporeal punishment has come to my knowledge, and this grew out of a sudden exasperation of passion. Five marriages have been solemnized; and the irregular connections of the unmarried strictly prohibited, and, as far as is known, prevented entirely. Seven women, having one or more small children each, not obtaining situations in the families of the settlers, have been employed, in the best manner I could situate them, in the public service. Three of them wash and cook for the public laborers, the rest have situations in the colonial *infirmary and orphan house*, where they enjoy the strictest paternal superintendence of the manager of that establishment, and are fully employed without any actual increase of the sum total of the public expense. It has proved a truly auspicious circumstance, when only the temporal lot of these people and their restoration to Africa is considered, that more than forty of their number have brought with them that best of all personal endowments, a simple and imperfect, but serious and practical knowledge of Christianity. The true religion operating on such minds, exists and displays itself only in its influence on the life and character. And this is only salutary; I trust their good conduct during their probationary year will secure them the good wishes and patronage of all in the colony whose friendship can hereafter be most useful to them. A part of them is destined at the end of the year to the newly projected settlement at Grand Bassa; another division I hope to provide for on the Stockton, midway between Caldwell and Monroe. The lands of both districts are good, and *equally* good. The third, or remaining part of the company, consisting of single women and minors, will remain attached to the families of the settlers, and accede, in time, to the privileges of the American emigrants.

The expenditures on account of the agency have been regulated strictly according to the estimate forwarded by the schooner Eclipse, under date of August 28th, 1827—no event having occurred, or appearing likely to happen, requiring me to exceed it. The injury sustained by the schooner boat has been repaired, and she is again in active service. We still keep her armed, but have considerably reduced the expense of her ordinary armament and crew this season; which may be increased at pleasure. It is quite necessary she should occasionally show a gun, but more so that she should fetch good freights of rice and oil for the comfort of the people; and in this service we hope, hereafter, chiefly to employ her.

The other unfinished boat is under shelter, and will be completed at leisure, in the best style which our materials and workmen will permit. The great multiplication of decked coasting craft in the colony, the present season, both delays the completion of the public boats, by engaging the mechanics, and renders that delay the less prejudicial to the common welfare of the establishment.

The accounts of the agency, for the four months ending on the 31st instant, may be expected by the schooner Susan, of and for Baltimore, to sail early in January. The actual state of the slave trade on this coast will, perhaps, be best learnt by the Department from the report of Captain Nicholson, of the Ontario, who remained several days at the centre of intelligence on this subject, Sierra Leone. On this part of the coast it is certainly reviving. The vessels engaged in it carry, a few, the *French*, but most the *Spanish* flag. Most of the adventurers are also Spaniards, many are French, and not a few natives of the *United States*. In one instance, the United States flag has been used to protect a slaving schooner, whose name, place of outfit, and master, I have not been able, satisfactorily, to ascertain.

Respectfully, sir, I have the honor to remain, your obedient servant,

J. ASHMUN.

The Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy, Washington City.*

Schedule of United States property attached to the agency for recaptured Africans, Cape Mesurado, and not of a convertible nature.

Denomination and description.	Estimated value. Sept. 1, 1827.
1. <i>Large agency house.</i> —Frame, yellow pine. Brought to Africa in 1823. Surrounded with a double piazza 12 feet deep; of which the upper story is now finishing with Venetian work of excellent workmanship and materials. Kitchen attached. The principal dimensions are 64 feet long, 40 wide—stories 11 and 9 feet. Will be finished about the first of January, 1828: and, when completed, valued at	\$7,500 00
2. <i>Granary and storehouse.</i> —This is a small building, of which the uses to which it has hitherto been applied are described by its name: designed to become a storehouse to the new agency house, near which it stands. It is two stories—the lower mason-work, roof hipped, panel doors, and the whole building painted. Value.	500 00
3. <i>Old warehouse.</i> —Consists of one ground story, and a capacious loft; has a slight frame, secured in every part by a filling in of logs; clapboarded, and covered with country shingles. Dimensions, 40 feet by 16 feet. Built in 1826. Estimated value.	500 00

4. <i>New warehouse, Monroe.</i> —This is a completely finished and secure warehouse and store, of two stories; the lower is strengthened with a filling in of timbers; the upper constructed of a frame brought from the United States. One side of the roof painted. Built in 1826 and 1827. Value	\$1,800 00
5. <i>Magazine.</i> —Stone work, plastered on the outside. The roof, inside, vaulted with mason work, and covered above with a shingled roof. Its strength is what is technically called bomb-proof. Estimated value	200 00
6. <i>Crown Hill fortification.</i> —Commenced only. The foundation is laid for a hexagonal tower of two platforms, each to mount four guns. Its foundation walls are five feet thick; intended for the defence of the eastern extension of the settlement of Monroe, where it stands. Value of foundation and materials collected	175 00
7. <i>Central Fort, formerly Fort Stockton.</i> —This work, (building, in part, of the materials of Fort Stockton, which was demolished in 1826, for the purpose,) is in the form of a triangular battery, of which the angles consist of three pentagonal two-story towers, in each of which are 10 port-holes; and these towers joined together by walls 10 feet high, two thick, and each 60 feet in length, pierced with 15 port-holes. The work may mount any number of guns, from 6 to 18: 6 heavy and 6 light pieces are its medial complement. The towers of this work, erected in 1826–7, are the only part yet accomplished. It defends nearly the whole present settlement of Monroe and the mouth of the river. Present value	950 00
8. <i>Fort Norris battery.</i> —Erected on the height of Thompson Town for the protection of the outer roadstead. It stands near the summit of Cape Mesurado, on a shelf strengthened and leveled by means of an expensive and impenetrable bed and abutment of the heaviest stone work. It has two faces, each of 40 feet, furnished with a platform four inches thick, sawed stuff; is housed and roofed, and provided with four long 12-pounders, iron. Built in 1827. Value, exclusive of the armament	800 00
9. <i>Ordnance, 21 pieces.</i> —Five long twelves, of which one needs remounting; two eighteen-pound gunnades, well mounted; three nines, one long, one medium, and one carronade, all mounted; six sixes, one carronade, the others mediums, and two need remounting; five smaller medium guns and swivel pieces; of these one is a brass six-pound field piece, mounted on a traveling carriage, and furnished, also, with a revolving carriage to suit either a tower or the deck of a small vessel. Rammers, &c., nearly complete. Value	2,000 00
10. <i>Central receptacle for recaptured Africans, Stockton Town.</i> —Of this building the part approaching the river is two stories, and furnished with Venetian blinds, and in the best style. Intended for the superintendent's residence. The whole consists of American lumber; the length 60 feet, and consists of eight apartments for recaptured Africans, exclusive of the front part described. Built in 1826 and 1827. Value ...	850 00
11. <i>Range No. 1.</i> —Situated near the central receptacle; has the form of L; one and a half story, 14 feet wide and 72 feet long, built of the best American materials, and contains a store room and five spacious apartments, each of which has a loft for recaptured Africans; 1827....	1,000 00
12. <i>Range No. 2.</i> —Situated opposite to range No. 1, Stockton Town. Same dimensions, materials, and construction, except the division of the apartments. Value the same, (built in 1827,).....	1,000 00
13. <i>Two log buildings at Thompson Town.</i> —Each 36 feet long, and one and a half story in height; built in 1824–5, of African materials, 8 rooms	750 00
14. <i>Two schooners.</i> —One finished, but damaged; the other on the stocks. Estimated value of both, one rigged.....	2,200 00
	\$20,225 00

J. ASHMUN.

Statement of the disposition made, and actual situation, (September 14th,) of the one hundred and forty-two recaptured Africans received at the agency for recaptured Africans, Cape Mesurado, from Dr. G. P. Todson, United States agent, by the ship Norfolk, in conformity with instructions communicated to J. Ashmun, from the United States Navy Department.

Description of recaptured Africans.	Where situated.	Terms—years.	Wages per annum.	Business.
One woman and two small children	In family of E. Johnson.	One	No compensation	General work.
Two women	do do	One	Twelve dollars each.....	General work.
Two men	do do	One	Each thirty dollars.....	General work.
Two boys, nearly grown.....	In family of Jos. Blake.	Four	Instruction in.....	Boat building.
One woman	do do	One	Twelve dollars	General work.
One man, one woman	Jas. C. Barbour's family.	Four	Share in	Farming.
One man	H. S. Nelson's family ..	One	Ninety-six dollars.....	Carpentering.
Two men	do do	One	Each thirty dollars.....	Carpentering.

*Statement—Continued.

Description of recaptured Africans.	Where situated.	Terms— years.	Wages per annum.	Business.
One young woman	H. S. Nelson's family..	Three	Instruction in.....	Housewifery.
Two men	J. J. Barbour's family..	One	Each thirty dollars	Farming.
One young female	do do	One	Instruction in.....	Sewing, &c.
One man	Geo. R. M'Gills' family.	One	Thirty dollars.....	Farming.
One female	W. W. Steward's family.	One	Twelve dollars.....	General work.
One boy	F. S. Deveny's family..	Three	To be taught.....	Business.
One woman	do do	One	Twelve dollars	General work.
Two men, and the wife of one.....	do do	Two.....	Shares of produce	Of a farm.
One man and one woman	D. Hacokus' family ...	One	Thirty dollars.....	General work.
One man, his wife and child	Chas. Butler's family...	One	Thirty dollars	General work.
Two boys	do do	Three	Apprenticed to.....	Carpentering and sawing.
One man and wife	George Mason	One	Forty-two dollars.....	General work.
Three men	do	One	Thirty dollars each	Sawing.
One boy	Austin Curtis' family...	Four	Instruction in.....	Blacksmithing.
One female	J. Stewart's family	One	Instruction in.....	Housewifery.
One female	Ch's Brander's family ..	One	Twelve dollars.....	General work.
Two men and two wives	Lot Cary's family.....	One	Forty-two dollars each pair..	General work.
One man	do do	One	Thirty dollars.....	General work.
One girl	do do	Four	Education	
One man and invalid wife.....	do do	One	Thirty dollars the pair	
One woman	J. D. Preston's family..	One	Twelve dollars	General work.
One girl	do do	Eleven	Education	
One man	W. L. Weaver's family..	One	Thirty dollars.....	General work.
One boy	John Griffin's family ..	Two	Instruction in the.....	Carpenter's trade.
One boy	John Clark's family.....	Two	Instruction	Carpenter's trade.
One young man, one girl	Lewis Crook's family...	One and four.	Instruction to the man twelve dollars, the woman.....	General work.
Two females	James Phillips' family..	One	Twelve dollars	General work.
Two men	do do	One	Each thirty dollars.....	General work.
One man	Burwell Barbardon	One	Thirty dollars.....	General work.
Two men	Jno. W. Barbour's family	One	Thirty dollars each	General work.
One young woman	Jonas Cary's family.....	One	Instruction in	Sewing, &c.
One young woman	David White's family ..	One	Instruction in.....	Sewing, &c.
One young woman	J. Shaw's family	One	Instruction in.....	Sewing, &c.
One girl	Richard White's family..	Three	Instruction in sewing	Washing, &c.
Two men, one invalid	A. Edmondson's family..	One	Thirty dollars the able man..	General work.
One boy and his young sister	S. L. Jones' family	Till of age..	Instruction	Education.
Two men	D. Hilliard's family	One	Thirty dollars each	General work.
One boy	R. Newport's family	One	Instruction in.....	Boat building.
One man	Mrs. Lawrenies' family..	One	Thirty dollars.....	General work.
One woman	do	One	Thirty dollars.....	General work.
One man.....	Allen James' family.....	One	Thirty dollars.....	General work.
One woman and small child.....	do do	One	Mother's wages go.....	For child's support.
One man and wife	Wm. Holanger's family.	One	Thirty dollars the pair	General work.
One dumb man	do do	One	Support.....	General work.
One diseased woman	do do	One	Support.....	General work.
One man.....	Wm. Draper's family...	One	One hundred and twenty dol's	Carpenter's work.
Two men	do do	One	Thirty dollars each	General work.
One girl	Mrs. Langford's family.	One	Education	
One young woman	Jno. W. Barbour's family	One	Education	General work.
One man and wife	M. Brosier's family.....	One	Forty-two dollars the pair..	General work.
Two men	A. Harris' family	One	Thirty dollars each.....	General work.
Man and woman.....	M. Jordan's family	One	Thirty and twelve dollars.....	General work.
One youth, M	J. James' family	Five.....	Education and instruction in.	Carpenter's work.
One man	L. Fernandes' family...	One	Thirty dollars.....	General work.
One man and young woman	John F. Harris' family..	One	Thirty and twelve dollars ..	General work.
One woman	M. Dongey's family.....	One	Twelve dollars	Of seamstress.
One man and wife	J. Palm	One	Thirty dollars the pair	Farming.
One invalid woman	Agnes Barbour's family.	One	Nothing	General work.
One man, wife and child	Jordan Williams' family.	One	Thirty dollars the trio.....	General work.
One woman and child	Ann Poulson's family...	One	Nothing	General work.
Ten men, three wives, two children..	Government of the colony	One	Each man fifty dollars	General work.
One idiot	do do	.....	.....	

Recapitulation.

Sixty men placed in families on wages, or if invalids to receive their support in part or in whole, or as apprentice to some useful trade; forty-one women and six children similarly situated; ten men, three women, one idiot and two children employed at liberal wages by the government of the colony; nineteen women and children awaiting situations: total one hundred and forty-two.

MONROE, September 14, 1827.

J. ASHMUN.

Extract of a letter from Master Commandant John B. Nicholson to the Secretary of the Navy, dated—

NEW YORK, February 20, 1828.

On the 11th I left Sierra Leone, and arrived at Cape Mesurado on the 21st of December, where I remained until the evening of the 25th. The opinion I had heard expressed at Sierra Leone was confirmed, and I have no doubt that the colony will become of great importance to the benighted natives; for they cannot but perceive the great advantages their American brethren have over them from civilization, and will, I cannot but hope, endeavor to place themselves and children upon the same footing; for they must perceive it is not color alone that gives preponderance, but civilization and the blessings of religion.

I cannot express more strongly the growing prosperity of the colony than that eight of the crew, (colored tradesmen,) after visiting the shore, petitioned to be discharged for the purpose of joining their brethren as permanent settlers. I granted their request, presuming it will meet the approbation of the Department, as they landed with money and clothes to the amount of nearly two thousand dollars, which will enable them to commence their several trades without expense to the colony.

20TH CONGRESS.]

No. 358.

[1ST SESSION.]

ON CLAIM OF AN OFFICER OF THE NAVY TO BE INDEMNIFIED OR RELEASED FROM A JUDGMENT AGAINST HIM FOR CAPTURING A SUPPOSED PIRATICAL VESSEL.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 14, 1828.

Mr. MILLER, from the Committee on Naval Affairs, to whom was referred the memorial of Jesse Wilkinson, reported:

That the said Jesse Wilkinson was, and is, a master commandant in the navy of the United States, and, as such, was appointed to the command of the brig Spark, and was furnished with instructions from the Navy Department, dated August 6, 1822, and August 7, 1822, under the act entitled "An act to protect the commerce of the United States, and to punish the crime of piracy," approved March 3, 1819, directing him to cruise along the coasts of the United States and the Floridas, in the Gulf of Mexico, and among the West India islands; and directing him, that, whenever he should find any boats or vessels, the crews whereof should have committed any actual violence, outrage, or depredation upon any vessels of the United States, or the citizens thereof, or any other vessels, (in the last case, only where the depredations were committed under such gross and aggravated circumstances as to leave little doubt of their piratical character,) he would consider himself authorized to subdue, seize, and take them, and unless, on such capture, he should be satisfied that they were acting under some lawful authority, and not piratically, to send them in for adjudication. In another part of the said instructions, the said Jesse Wilkinson is directed that, whatever well-grounded suspicions he might entertain that a vessel may have been fitted out, and was intended to be employed in piratical depredation, he should not molest her unless he had satisfactory evidence she had either *attempted* or *actually committed* some piratical aggression on some merchant vessel of the United States, or her crew, or on some other vessel, under the circumstances above mentioned: and he was especially instructed, in the execution of these orders, not to infringe on the territorial jurisdiction of any other power. The memorialist alleges that, while he was waiting with the said brig Spark, in the port of Havana, for a fleet of merchantmen which was to sail under his convoy, on or about January 23, 1823, he was informed by one Thomas Howell, a citizen of the United States, and master of one of the vessels belonging to the fleet of merchantmen waiting convoy, that a schooner was then lying in that harbor, from on board of which an act of robbery and piracy had actually been committed on the American schooner Nancy Eleanor, of Baltimore, in the month of October preceding: that the memorialist there refused to act in relation to the said schooner, being within the jurisdiction of Spain, and referred Mr. Howell, with his complaint, to the American consul, at Havana; that he sailed on his accustomed duty on the morning of January 28, 1823, and, while lying to, at the distance of four or five miles from the coast, he was informed by one of his officers, to whom the vessel had been pointed out by Howell, that the piratical schooner was standing out to sea—a circumstance which the memorialist had not expected, nor had he any knowledge of her; that, being thus informed, and the suspected vessel having got beyond the territorial jurisdiction of Spain, he made sail in pursuit of her, and arrested her, and sent for Mr. Howell, and it was proved, by the papers produced, that the said Howell and one Robert Hudgen then came on board the Spark, and made oath before the memorialist that the captured vessel was the same which had committed the above stated act of piracy on the Nancy Eleanor, and they recognized one of the crew of the captured schooner as being one of the pirates.

The memorialist alleges he did believe that the captured schooner and her crew had committed an act of piracy on the Nancy Eleanor, and did, therefore, send her into the United States, under a prize officer, for adjudication, as a piratical vessel.

By the papers, it appears that this schooner is the Ninfa Catalana, Don Pablo Daunes, master; that she was brought into Norfolk, and by the United States, (by Robert Stanard, their attorney for the district of Virginia, who prosecuted in this respect, as well for the United States, as for the officers and crew of the brig Spark,) was, with her tackle, apparel, furniture, and armament, libeled in the district court of the United States for the district of Virginia, on a charge of piracy and robbery, committed by her crew on the Nancy Eleanor, of Baltimore, a vessel of the United States, in October, 1822. By the decree of the court, it appears that a hearing in the cause was had on the libel; the answer of the said Don Pablo Daunes, and his claim exhibited against the cargo; the monition against the memorialist to proceed to adjudication upon the cargo; the protest and answer of the memorialist, and replication thereto, together with the exhibits filed, and deposition, and evidence produced by the parties. The schooner, her

tackle, apparel, furniture, and armament were dismissed from the said libel, with damages to be paid by the memorialist for the unlawful capture and detention of the vessel, and for the personal sufferings of the crew: and, afterwards, on the coming in of the report of damages, and after exceptions thereto, on the 5th day of November, 1827, the said court decreed that the said Jesse Wilkinson should pay to the said Don Pablo Daunes:

On behalf of the owners of the schooner	\$7,171 03
With interest on \$1,183.31, from February 26, 1823, until paid; and, on \$5,987.72, from July 26, 1823, until paid.	
On behalf of the said Don Pablo Daunes, his officers and crew	1,900 00
For advances of the said Pablo	457 97
On behalf of the owners of the cargo	811 77
With interest thereon, from May 23, 1823, until paid.	
And the costs of the suit not stated.	

It appears that the memorialist, November 19, 1827, wrote to the Secretary of the Navy, informing him of this decree; asked his advice as to the propriety of an appeal, and desired that he might be sustained by the government in the course he should take on such advice; and alleged that it would be utterly impossible for him to give the requisite security to appeal, and that only about fifteen days remained in which to appeal. In the answer of the Secretary of the Navy, of November 22, 1827, he was informed that it did not appear to the Secretary to be proper for the Department to give advice, or make any engagement which would, in the case, create responsibility upon the Department, and referred him to Congress, after a full defence in the judicial tribunals.

Throughout, the memorialist alleges that he acted from a sense of duty, and in the belief that the Ninfa Catalana had actually committed the piracy alleged. At his request to the President, a court of inquiry was appointed, to inquire into the conduct of the memorialist in making this capture. The evidence, in the original papers on file in the Navy Department, is too voluminous to be introduced here, especially as the result is stated in the annexed letter of Secretary of the Navy, of August 13, 1823, that "there was no reason to believe but that he acted in good faith, and under the belief that he was in the due discharge of his duty." The committee assent to the correctness of this opinion, and add their belief of the fact, alleged by the memorialist, that he was unable to procure the bail required to appeal from the said decree. He alleges his person is daily liable to be taken in execution on this demand.

These, the committee believe to be the principal facts in the case, and they report a bill for the relief of the memorialist. They do it upon the ground that the memorialist, at the time of the capture and sending in of the schooner Ninfa Catalana, had good reason to believe, and did believe, that she and her crew had committed an act of piracy and robbery on the Nancy Eleanor, of Baltimore, a merchant vessel of the United States; that he made this capture in good faith, and in the reasonable belief that his instructions, under the law of the United States, required him to do so; and that he was too poor, and unable to procure the bail requisite to enable him to appeal from the said decree; that he used his endeavors to procure an appeal to be prosecuted; and that, as relates to his government, he ought not, where he acted from probable cause and under a sense of duty, to be made responsible for any act of the prize master, towards the captured, which he could neither foresee nor prevent.

The committee, from the nature of the decree, (part of the money bearing interest until paid,) cannot state the exact amount which may be necessary to satisfy the money decreed to be paid. They therefore annex a statement of the amount, supposing the rate of interest to be 6 per cent., and the time of payment to be May 1, 1828.

1. On behalf of the owners of the schooner	\$7,171 03
With interest on \$1,183.31 from the 26th of February, 1823, to May 1, 1828, five years two months and four days	\$367 60
Also, on \$5,987.72 from July 26, 1823, until May 1, 1828, four years nine months and four days	1,710 49
2. On behalf of Don Pablo Duanes	1,900 00
3. And for his advances	457 97
With interest from November 5, 1827, to May 1, 1828, five months and twenty-five days	68 77
4. On behalf of the owners of the cargo	811 77
Interest from May 23, 1823, to May 1, 1828, four years eleven months and seven days	240 40
	2,387 26
Amount of decree, including interest to May 1, 1828	\$12,728 03
Add taxed costs, as certified	511 45
	\$13,239 48

To the honorable the Senate and House of Representatives of the United States of America:

The petition of Jesse Wilkinson, a master commandant in the navy of the United States, most respectfully sheweth: That the frequent occurrence of acts of piracy and depredation upon the commerce of the United States, in the West Indies, for several months previously to the third of March, eighteen hundred and nineteen, having occasioned the passage of an act of Congress of that date, by which the President was authorized and requested to employ so many of the public armed vessels as, in his judgment, the service might require, in protecting the merchant vessels of the United States from piratical aggression, several vessels-of-war were accordingly designated for that service, with orders to cruise along the coasts of the United States and the Floridas, in the Gulf of Mexico, and among the West India islands. The brig Spark was one of the public armed vessels thus employed, and, in the month of August,

one thousand eight hundred and twenty-two, your petitioner was appointed to the command of her, and was furnished from the Navy Department with instructions explanatory of the act of Congress above-mentioned, and of the duties which were required of him in carrying it into execution.

By the fourth paragraph of those instructions your petitioner was admonished to subdue, seize, and take such vessels or boats only as should *actually* have attempted or committed some piratical aggression, and not such as he might have even the strongest reason to suspect of having been fitted out or intended to be employed in such depredations.

He was directed to consider this an important and leading regulation in his conduct, and as a strong and almost controlling circumstance in enabling him to determine whether such vessels as he might fall in with were of a piratical character or otherwise. By the concluding part of the same paragraph your petitioner was expressly authorized, and, as he humbly conceived, enjoined, whenever he should find any boats or vessels, the crews of which *had* committed any *actual* violence, outrage, or depredation upon any vessels of the United States, or the citizens thereof, to subdue, seize, and take them, and, unless on such capture he should be satisfied that they had acted under some lawful authority, to send them in for adjudication. And for the better understanding of the object and scope of the said instructions, your petitioner respectfully annexes them hereto. Your petitioner most respectfully represents to your honorable body that the duty specially assigned to him, by the commander of the squadron to which he was attached, rendered it necessary that he should be frequently at Havana; as it required him once a week to convoy all American vessels sailing from that port to such a distance at sea as would remove them from the hazard of the piratical outrages then so frequent on the coast of Cuba. On or about the twenty-third of January, one thousand eight hundred and twenty-three, while your petitioner was in port waiting for the fleet of merchantmen which was to sail under his convoy, he was informed by a certain Thomas Howell, a citizen of the United States, and the master of one of the vessels belonging to the fleet, that a schooner was then lying in the harbor, from on board of which an act of robbery and piracy *had actually* been committed on the American schooner Nancy Eleanor, of Baltimore, in the month of October preceding. Your petitioner, after receiving this information from Howell, advised him to make the same fact known to the American consul at Havana, on whom the duty devolved of attending to such communications in port, and at the same time stated to him that he himself was precluded by his official station, and by his orders, from taking upon himself any agency or concern in relation to the case while within the Spanish territories. On the morning of the twenty-sixth of January your petitioner sailed on his accustomed duty, and while lying to at the distance of some four or five miles from the coast, waiting for the fleet to collect and form under his convoy, he was informed by one of his officers, to whom the vessel had been pointed out by Howell, that the piratical schooner was then standing out to sea. Your petitioner at the time of leaving the port had no information whatever, or suspicion that this vessel would so soon follow him, nor had he himself any knowledge of her so as to be capable of identifying her. Being thus informed, however, and the suspected vessel having then passed beyond the limit which terminated the territorial jurisdiction of Spain, he made sail in pursuit of her, and having arrested her, sent his boat for the captain of the Nancy Eleanor, one of the vessels composing the fleet, and the same which was said to have been plundered as before mentioned, in order to inquire more particularly as to the identity of the schooner thus arrested. Howell soon came on board the Spark, accompanied by his mate, Robert Hudgin, and there both of them made oath that the vessel then detained was the same from on board of which the aforesaid piratical aggression *had actually* been committed, and that they recognized a man then belonging to her crew as one of those who had boarded the Nancy Eleanor on that occasion. And at the same time the said Howell put into the hands of your petitioner an affidavit, made by himself and one Jacob Sheeffer before the American commercial agent at Havana, copies of both of which affidavits are hereto annexed. Under these circumstances, and upon this evidence, your petitioner, conscientiously and faithfully intending to act in obedience to his orders, deemed it to be a duty, imperiously required of him by the instructions to which he has adverted, to capture this vessel and send her into the United States for adjudication. Subsequent events have shown him the hazard at which an officer, with whatever good faith he may design to perform his duty, is sometimes compelled to carry into execution orders and instructions which he is sworn to obey. But he respectfully and confidently trusts that your honorable body will exonerate and protect him from the heavy and overwhelming loss with which he is now threatened, since, situated as he was, if he had not made the capture in question, no apology he could have offered, and no explanation he could have given, would have been considered adequate to exempt him from the severe censure of his government and the just reprobation of his fellow-citizens. Actuated by all these considerations, your petitioner ordered a prizemaster and crew on board the vessel thus detained, which proved to be the Spanish schooner Ninfa Catalana, and sent her into the United States for adjudication. The officer placed in charge of her deemed it necessary for the security of the prize to put some of the men in irons; but your petitioner is perfectly persuaded, from his intimate knowledge of the department and character of that officer, that no causeless degree of rigor was practiced by him, and that the prisoners were treated in all respects with as much humanity and kindness as was consistent with the duty imposed upon him. The Ninfa Catalana, with the cargo with which she was laden, arrived at Norfolk about the twelfth of February, eighteen hundred and twenty-three, and was delivered, without breaking bulk, to the marshal of the United States. The district court of the United States for the eastern district of Virginia, the only court in which proceedings could be instituted against her, did not commence its session until the month of May ensuing. At that term the legality of the capture, so far as the then existing evidence could test it, was recognized by the government, and a prosecution commenced by its official agent, the district attorney, for the purpose of enforcing the condemnation of the vessel under the act of Congress before referred to, as will better appear from a copy of the libel hereto annexed. At the same term, a claim was asserted by Don Pablo Daunes, the master, in behalf of the owners of the vessel and cargo, for damages occasioned by the capture; and compensation was sought by the master and crew of the captured vessel for the personal injuries alleged to have been sustained by them. On the part of the United States and your petitioner, the cause was conducted by Robert Stanard, Esquire, district attorney, and Robert B. Taylor, Esquire; but the claimant having procured a great number of depositions from Havana, Campeachy, and Sisal, all of which concurred in proving that the witnesses on the part of the United States had erroneously sworn to the Ninfa Catalana as the same vessel from which the piratical act before mentioned had been committed, the court deemed it incumbent upon itself to pronounce a decree acquitting the vessel, and condemning your petitioner in costs and damages. A copy thereof is hereto respectfully

annexed. The commissioners, under this decree, having made up the report required of them, and submitted it for the ratification of the court, various exceptions were urged against it on the part of your petitioner, some of which were sustained, and the report recommitted to be further acted on. At the late term of the court, held in the month of November last, the report, as amended by the commissioners, was again returned to the court, and exceptions being again filed thereto by your petitioner, the same were argued, and a final decree pronounced in the cause, a copy of which is presented herewith. Your petitioner had leave to appeal from the decree within thirty days after the date thereof, upon his entering into bond, with good and sufficient security, in the sum of twenty thousand dollars. He had already incurred considerable disbursements and expenditures in relation to the cause, and a competent tribunal having thought it right to adjudicate against the legality of the capture, he did not know whether it would be expected that he should appeal from that decision or not. As he was himself unable, however, to give security to the amount required, he wrote to the Secretary of the Navy, apprising him of all the circumstances, and desiring to know what course he ought to pursue, and whether, if he ought to appeal, the Department could render him any aid in procuring the necessary security.

The answer which he received informed him that it was not competent for the Department to afford him the desired assistance, or to contribute, in any way, to enable him to carry up the cause to a superior judicial tribunal.

Your petitioner is therefore compelled to submit his case most respectfully to the consideration of your honorable body. He entered the navy of the United States in the year eighteen hundred and five, and, throughout all the intervening period, he has devoted himself most faithfully to the service of his country. He trusts he may be permitted to say, with honest pride, that his conduct has been approved. In relation to the subject of the present application, the late President of the United States, persuaded of the good faith with which your petitioner acted, was pleased to exempt him from any censure as to the course which he pursued, and he was continued in actual service, and transferred to the command of a ship of the largest class to which an officer of his grade can be assigned. Your petitioner most respectfully represents that he is entirely unable to satisfy the decree which has been rendered against him. A resort to him individually for its payment would expose a wife and five small children to poverty and destitution, and himself to an imprisonment, the duration of which cannot be foreseen. He forbears to obtrude upon you a repetition of the considerations which have, in several similar cases, been received as furnishing an adequate motive for granting the relief he now solicits, and most respectfully prays that a law may be enacted appropriating, out of the public treasury, so much money as may be required to pay and satisfy the said decree so rendered, as aforesaid, against him. And as in duty bound he will ever pray, &c., &c.

J. WILKINSON.

General instructions.

NAVY DEPARTMENT, August 6, 1822.

SIR: Enclosed you have a copy of an act of Congress, by which you will perceive that a high and delicate power is vested in the President, in authorizing him to employ our public armed ships in protecting the merchant vessels of the United States and their crews from piratical aggressions and depredations. It will readily occur to you that, considering the situation in which we stand in relation to Spain and the South American colonies, the authority given under this act must be exercised with the utmost caution and prudence by our public vessels. You have the whole act laid before you, that you may see its general scope and object; but you will observe that the execution of the law is under the direction of the President, so far as respects the employment of our public vessels. Your conduct will, therefore, be regulated by your instructions, although they may not go to the full length the law might possibly warrant.

Under the second section of the act, authority is given to subdue, seize, take, and send into any port of the United States, any armed vessel or boat, or any vessel or boat, the crew whereof shall be armed, and which shall have *attempted or committed* any piratical aggression, search, restraint, depredation, or seizure upon any vessel of the United States, or of the citizens thereof, or upon any other vessels.

From the generality of this latter description of vessels, it would seem to embrace those of every nation or country upon which any piratical aggressions may have been committed. Admitting the act might be extended thus far, it does not appear to have been the general object of the law; and it is thought by the President most advisable, at present, not to give it a like indiscriminate practical construction as to all vessels. The great object, as pointed out in the first section of the act, was to protect the merchant vessels of the United States and their crews from piratical aggressions. This will, therefore, be considered your particular and special duty. If, however, you shall discover depredations upon other vessels, committed under such gross and aggravated circumstances as to leave little doubt of their piratical character, it will be your duty to capture and bring in the aggressors. It is thought most advisable thus to distinguish in your instructions, because, among other considerations, it will be seen that under the second section of the act you are only authorized to *retake vessels of the United States or its citizens*, which may have been unlawfully captured upon the high seas. No authority is given to *retake* the vessels of any foreign nation or country.

You will also perceive, under this second section of the act, authority is only given to subdue, seize, and take such vessels or boats, &c., as shall have *attempted or committed* some piratical aggression. Whatever well-grounded suspicions you may entertain that a vessel may have been fitted out, and is intended to be employed in such depredations, you will not molest her, unless you have satisfactory evidence that she has either *attempted or actually committed* some piratical aggression on some merchant vessel of the United States, or her crew, or upon some other vessel under the special circumstances above mentioned. This is to be considered an important and leading regulation in your conduct, as it will be a strong and almost controlling circumstance, (considering we are at peace with all the world,) in making up your judgment, whether you are safe and justifiable in treating them as pirates. Whenever, therefore, you shall find any boats or vessels, the crews whereof have committed any actual violence, outrage, or depredation upon any vessels of the United States, or the citizens thereof, or any

other vessels, as above mentioned, you will consider yourself authorized to subdue, seize and take them, and unless on such capture you shall be satisfied that they were acting under some lawful authority, and not piratically, to send them in for adjudication.

The range of your cruise will be along the coast of the United States and the Floridas, in the Gulf of Mexico, and among the West India islands, changing your position in such manner as shall best answer the object of your cruise; touching at such ports and places as may be necessary and proper to procure supplies, and to obtain information the better to enable you to carry into effect the objects contemplated in the act of Congress. Great reliance is placed on your prudence and sound discretion, that you will so execute the power entrusted to you as to protect the commerce of the United States, without infringing the lawful rights of any other nation or country, their citizens or subjects. All captures made by you will be sent into one of the following ports: Boston, New York, Norfolk, Charleston, Savannah, or New Orleans.

You have also enclosed such parts of several acts of Congress, prohibiting the importation of slaves into any ports or places within the jurisdiction of the United States, as are necessary to point out to you your duty and authority under these laws; and it is expected and required of you by the President that a strict and vigilant attention be paid to the direction therein contained; that if possible this inhuman and disgraceful traffic may be suppressed.

By the act of the 20th of April, 1818, you will perceive that it is made unlawful to import, or bring in any manner whatsoever into the United States or Territories thereof, from any foreign kingdom, place, or country, any negro, mulatto, or person of color, with intent to hold, sell, or dispose of such person as a slave, or to be held to service. By this act it is also made unlawful for any citizen of the United States, or other person, to build, equip, load, fit, or otherwise prepare any ship or vessel in any port or place within the jurisdiction of the United States, or to cause any such ship or vessel to sail from any port or place whatsoever within the jurisdiction of the United States, for the purpose of procuring and transporting any such slaves to any port or place whatever. And any ship or vessel employed in such importation of slaves, or so built, fitted out, or prepared, is liable to be seized and forfeited.

And, by the act of the 3d of March, 1819, the President is authorized to employ any of the armed vessels of the United States to cruise in such places as he may think proper, where he may judge attempts may be made to carry on the slave trade, by citizens of the United States or residents thereof, in contravention of the acts of Congress prohibiting the same; and to instruct such armed vessel to seize, take, and bring into any port of the United States, to be proceeded against according to law, all ships or vessels of the United States, wheresoever found, which may have taken on board, or which may be intended for the purpose of taking on board, or of transporting, or may have transported, any negro, mulatto, or person of color, in violation of any of the provisions of the act of the 20th of April, 1818, above referred to, or in violation of any other act or acts prohibiting the traffic in slaves.

You will perceive, from the generality of the provisions in these laws, you are authorized to take and bring in all ships or vessels of the United States which may have been in any manner employed, or intended to be employed, in the slave trade, or any other vessel offending against the provisions of any of the laws you have enclosed. You will particularly notice the two provisos to the first section of the act of 1819, the first of which directs in what manner you are to keep and dispose of the slaves which may be found on board of any ship or vessel seized by you. If brought within the United States, they are to be delivered to the marshal of the district where brought in; and transmit the evidence of such delivery to this Department. It is the wish of the President, however, that none should be brought into the United States. Upon the capture, therefore, of any vessel having slaves on board, you will immediately proceed to the Island of Sherbro, on the coast of Africa, and deliver such slaves to the agent appointed by the President to receive them, pursuant to the provisions of the act, or to any other agent so appointed at any other place on the coast of Africa. The second proviso relates to the disposition of the officers and crews of such vessels so captured by you. Great vigilance will be expected from you in the safe keeping of all such officers and crews, until they shall be handed over to the civil authority, to be proceeded against according to law.

You will also observe that, by the fifth section of this act, it is made your duty to bring any vessel, and her cargo, you may capture, into some of the ports of the State or Territory to which the captured vessel shall belong, if you can ascertain the same; if not, then into any convenient port of the United States.

The range of your cruising for this purpose will be the same as that pointed out in the former part of your instructions in relation to pirates.

I am, very respectfully, your most obedient servant,

JOHN BOYLE.

By order of the Secretary of the Navy.

Capt JESSE WILKINSON, commanding *U. S. Brig Spark*, Norfolk, Va.

Additional general instructions.

NAVY DEPARTMENT, August 7, 1822.

You will not consider your general instructions, under the laws of the United States for the suppression of the slave trade, as authorizing you, at any place out of the waters of the United States, to search, capture, or, in any manner whatever, to interrupt vessels under any other than the American flag. Nor will you, in the execution of your instructions for the suppression of piracy and the protection of our commerce, infringe upon the territorial jurisdiction of any other power.

By order, &c.

JOHN BOYLE.

1.

We do solemnly swear by the Holy Evangelists of Almighty God that the schooner now detained by the United States brig Spark, J. Wilkinson, Esq., commander, is the same, and the man now before us one of the number, who boarded the schooner Nancy Eleanor, of Baltimore, about the 16th of October last, and plundered her of a number of articles, as expressed in a deposition before John Warner, commercial agent at Havana for the United States, dated 25th January, 1823.

THOMAS HOWELL.
ROBERT HUDGEN.

U. S. BRIG SPARK, *January 26, 1823.*

Sworn and signed before

J. WILKINSON, *commanding U. S. Brig Spark.*

2.

Copy of a deposition taken before the commercial agent at Havana.

United States commercial agency:

Personally appeared Thomas Howell, master of the American schooner Nancy Eleanor, of Baltimore, before me, John Warner, commercial agent of the United States of America at the city of Havana, who, being duly sworn on the Holy Evangelists of Almighty God, did depose and say: That he sailed on board the said schooner Nancy Eleanor as a supercargo from the port of Trinidad, in the Island of Cuba, on the 7th day of October last, or thereabouts, said vessel then under the command of John W. Butler, with a cargo of sugar, beans, beeswax, wine, rum, tobacco, segars, &c., &c., bound to the port of Balize, in the Bay of Honduras.

That said vessel was boarded, on or about the 16th of said month of October, by the crew of a schooner, Santissima Trinidad, consisting of nine men, under Colombian colors, and said to be from Santa Martha, bound on a cruise. The said crew, on boarding of us, demanded of Captain Butler his papers, which were accordingly given up, and after examining said papers, they declared to Captain Butler that his vessel and cargo was a good and lawful prize to them; and they immediately commenced tearing up the hatches and taking out of the hold, say ten barrels sugar, ten barrels beans, four bales beeswax, six kegs wine, six kegs rum, two bales tobacco, ten boxes segars, three half barrels filberts, with some other articles not now recollected; all of which were put upon the deck, and the said crew then proceeded to search the cabin, and took from thence eighteen straw hats, one barrel rum, one lump, 40lbs., sugar, one box segars, a part of a bale of tobacco, one barrel Cognac brandy, and some other articles belonging to passengers; which articles they passed into the boat, leaving the aforementioned articles taken out of the hold upon the deck, stating that, notwithstanding said schooner was a good prize to them, yet they did not consider it an object to hold her, and accordingly left us; the wind blowing fresh and the sea running high. This deponent doth further declare, that said schooner is about 190 tons, her stern unusually straight, coppered within two streaks of her bends, a lead colored boot top, her sides painted black with a white streak, her scuttle abaft the companion covered with a wooden grating, with something like a round house or necessary erected on her larboard quarter, armed with one pivot gun situate well forward; which vessel, called the Santissima Trinidad, aforesaid, this deponent doth verily believe is now in this harbor of Havana.

THOMAS HOWELL.

Sworn and signed before me, the commercial agent of the United States of America at Havana, to which I hereby affix my hand and the seal of my office, at the city of Havana aforesaid, this twenty-fifth day of January, 1823, and of the independence of the United States of America the forty-seventh.

JOHN WARNER.

Jacob Shaeffer, seaman on board the aforesaid schooner Nancy Eleanor, having heard the aforesaid deposition read, doth depose to the truth of what is therein set forth.

JACOB SHAEFFER.

Sworn and signed before me.

JOHN WARNER.

3.

Copy of the libel in the case of the United States, &c., against the schooner Ninfa Catalana, &c.

Before you, the honorable Saint George Tucker, judge of the district court of the United States for the district of Virginia, comes Robert Stanard, attorney of the United States for the district of Virginia, who prosecutes in this respect for the said United States, and also for the officers and crew of the brig Spark, a public vessel-of-war of the United States, and, in the name and behalf of the said United States and the officers and crew aforesaid, alleges, propounds, and charges as follows, that is to say:

Firstly. That by an act of the Congress of the United States, passed the ——— day of ———, ———, it is among other things provided and enacted that whenever any vessel or boat, from which any piratical aggression, search, restraint, depredation or seizure shall have been first attempted or made, shall be captured or brought into any port of the United States, the same shall and may be adjudged and condemned to their own use and that of the captors, after due process and trial in any court having admiralty jurisdiction, and which shall be holden for the district into which such captured vessel shall be brought.

Secondly. That on or about the 16th day of October, 1822, on the high and open seas, to wit, in the Gulf of Mexico, a certain vessel called the Santissima Trinidad, and since called the Ninfa Catalana, possessed and owned by certain persons to the said attorney unknown, then and there being, without any lawful authority from any prince, people, government, colony or district, to cruise and make captures or seizures on the high and open seas, and a certain vessel called the Nancy Eleanor, of Baltimore, the property of citizens of the said United States, with a cargo on board, the property also of citizens of the said United States, and engaged in lawful commerce, then and there also being; the said last mentioned vessel was then and there detained by the force and power of the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, and of the persons navigating that vessel and divers persons, the officers and crew of the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, did then and there, with force and arms, from the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, unlawfully and piratically enter upon board, break and search the said vessel called the Nancy Eleanor, of Baltimore, the property as aforesaid of citizens of the United States, and divers articles, to wit: ten barrels of sugar, ten barrels of beans, four barrels of beeswax, six kegs of wine, six kegs of rum, two bales of tobacco, ten boxes segars, eighteen straw hats, one barrel of rum, and one barrel of brandy of the cargo, and other property on board the said vessel called the Nancy Eleanor, of Baltimore, belonging to citizens of the said United States, did then and there unlawfully and piratically rob, take and carry away; whereby an act of piratical aggression, search, restraint, depredation and seizure was then and there committed from the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, on and against the said vessel called the Nancy Eleanor, of Baltimore, and the cargo and property aforesaid on board that vessel, and by force of the before recited act of Congress or otherwise, the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, was and is liable to seizure, capture, forfeiture and condemnation.

Thirdly. That Jesse Wilkinson is, and at the times hereafter mentioned in this libel was, commander of the brig Spark, a public vessel-of-war of the United States.

Fourthly. That after the committing of the said act of piratical aggression, search, restraint, depredation and seizure from the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, to wit, on or about the 26th day of January, 1823, on the high seas, on the Atlantic ocean, the said Jesse Wilkinson, the officers and crew of the said brig Spark, did subdue, seize and capture the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, as liable to capture, forfeiture and condemnation, by reason of the committing of the said act of piratical aggression, search, restraint, depredation and seizure, or otherwise.

Fifthly. That the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, having been so seized and taken as aforesaid, has been brought into the port of Norfolk, a port of the United States, for legal adjudication, and is now in the said port, within the jurisdiction of this honorable court.

Sixthly. That by reason of the premises the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, her tackle, apparel, furniture and armament have become forfeited to the said United States, and to the officers and crew of the said brig called the Spark, a public vessel-of-war of the said United States.

Lastly. That all the premises are and were true, of which proof being made, the said attorney prays the usual process and monition of the honorable court in this behalf to be made, and that all persons interested in the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, her tackle, apparel, furniture, and armament, may be cited, in general and special, to answer the premises; and all due proceedings being had, the said vessel called the Santissima Trinidad, otherwise called the Ninfa Catalana, her tackle, apparel, furniture, and armament, may, for the cause aforesaid, and others appearing, or that may appear, be condemned as forfeited by the definitive sentence and decree of this honorable court; and that the same may be sold, and distribution of the proceeds thereof made according to law.

ROBERT STANARD,

Attorney of United States for the District of Virginia.

4.

At a district court of the United States for the district of Virginia, held at the court house, in the borough of Norfolk, on Monday, the fourteenth day of November, in the year of our Lord one thousand eight hundred and twenty-five:

THE UNITED STATES OF AMERICA, as well on behalf of themselves as of the officers and crew of the United States brig-of-war Spark, Jesse Wilkinson, Esq., commander, against THE SCHOONER NINFA CATALANA, her tackle, apparel, furniture, and armament.	}
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This court, having had under its consideration the libel filed by the United States, in their own behalf, and in behalf of the officers and crew of the brig-of-war Spark, Jesse Wilkinson, commander, against the schooner Ninfa Catalana, her tackle, apparel, armament, and furniture, and the claim and answer of Don Pablo Dannes, master and commander of the said schooner; and, also, the claim exhibited by the said Don Pablo Dannes against the cargo of the said schooner Ninfa Catalana; the monition, against the said Jesse Wilkinson, to proceed to adjudication upon the said cargo; the protest and answer of the said Jesse Wilkinson, and the replication thereto, together with the several exhibits filed, and depositions and evidence produced, on the part and behalf of the said parties, respectively; doth adjudge, order and decree, that the libel aforesaid, against the said schooner Ninfa Catalana, her tackle, apparel, armament, and furniture, be dismissed, with damages for the unlawful capture and subsequent detention thereof; and, also, damages for the personal sufferings and injuries sustained by the master, officers, and crew of the said schooner Ninfa Catalana, by reason, and in consequence of, the said capture and detention. And it appearing, by a former order of this court, that the cargo aforesaid has been restored to the claimants

aforesaid, without prejudice to the question of damages, the court doth now overrule the protest of the said Jesse Wilkinson to the claim and monition of the said Don Pablo Daunes; and doth further order, adjudge, and decree that the said Jesse Wilkinson pay to the said claimant, for and in behalf of the respective owners of the cargo aforesaid, the damages sustained thereupon by reason of the unlawful capture and detention of the said schooner as aforesaid; and to the end that the said damages hereby decreed may be truly and justly ascertained, the court doth constitute and appoint John Cowper, John Tabb, David Maitland, John R. Howard, and Wright Southgate, commissioners, to estimate and settle the amount thereof, having regard to the several items or principles set forth in the schedule filed by the claimant, in pursuance of the direction heretofore given by the court. And the said commissioners, any three of whom are empowered to act in the premises, shall, before they proceed therein, be sworn before a public notary fairly and impartially to estimate and settle the amount of damages as aforesaid, and are to give reasonable notice to the claimant, and to the said Jesse Wilkinson, respectively, or to their respective agents or attorneys, of the several times of their assembling to hear and receive the testimony upon which this decree is to be carried into effect; and of their doings, by virtue thereof, they are to make report at or before the next meeting of this court.

5.

At a district court of the United States for the eastern district of Virginia, held at the court house, in the borough of Norfolk, on Monday, the fifth day of November, in the year one thousand eight hundred and twenty-seven:

THE UNITED STATES OF AMERICA, as well in behalf of themselves
as of the officers and crew of the United States brig-of-war Spark,
Jesse Wilkinson, Esq., commander,
against
THE SCHOONER NINFA CATALANA, her tackle, apparel, armament,
and furniture.

This cause came on again to be heard upon the papers, exhibits, depositions, and evidence, heretofore filed and produced, and upon the amended report of the commissioners, to whom the former report was recommitted, and upon the exceptions filed in behalf of the captor, Jesse Wilkinson, to the said amended report, and was argued by counsel. On consideration whereof, the court—overruling all the exceptions, as to the first article of the said report, except as relates to the period from which the interest ought to have been calculated; overruling, also, all the exceptions as to the second article of the said report; sustaining the exceptions as to first, second, and fifth sections of the third article of the report; sustaining, also, the exception to the third section of that article, so far as the same embraces charges and expenses upon the cargo, incurred subsequently to the day of the restitution of the cargo, and adopting, in lieu of the said third article, the substitute therefor, appended to the said report, and marked A—doth adjudge, order, and decree, that the aforesaid Jesse Wilkinson pay to Don Pablo Daunes, the claimant in this cause, for and in behalf of the owner of the aforesaid schooner, the Ninfa Catalana, the sum of seven thousand one hundred and seventy-one dollars and three cents; with interest on eleven hundred and eighty-three dollars and thirty-one cents, part thereof, from the twenty-sixth day of February, one thousand eight hundred and twenty-three, until paid; and on five thousand nine hundred and eighty-seven dollars and seventy-two cents, the residue thereof, from the twenty-sixth day of July, one thousand eight hundred and twenty-three, until paid; and, also, that the said Jesse Wilkinson pay to the said claimant, in behalf of himself and of the officers and crew of the said schooner, the sum of nineteen hundred dollars, to be distributed as follows, to wit:

To the claimant, Don Pablo Daunes, \$400; Nicholas Gorgoll, \$400; José Maria Peres, \$100; Pedro Rivero, \$100; Tomas de la Santos, \$100; Benita Bertrean, \$100; Juan Medino, \$100; Ines Vicunia, \$100; Francis Menesses, \$100; José Antonio Rodrigues, \$100; Domingo Valetto, \$100; José Maria Pereira, \$100; José Maria Telefort, \$100; and that the said Jesse Wilkinson also pay to said claimant the sum of \$457.97, the sum advanced by him, in behalf of himself, his officers, and crew, as appears from the second article of the report of the commissioners; and, also, that the said Jesse Wilkinson pay to the said claimant, in behalf of the owners of the cargo of the aforesaid schooner, Ninfa Catalana, the sum of \$811.77, according to the aforesaid substitute for the third article of the said report, with interest thereon from the twenty-third day of May, one thousand eight hundred and twenty-three, until paid; and that the said Jesse Wilkinson also pay to the said claimant all the costs of court by him incurred in the course of the prosecution of this cause; in taxing which costs, the clerk is to except therefrom any charge, if any there be, which may have been already allowed by the commissioners in their report.

DISTRICT COURT OF THE UNITED STATES FOR THE EASTERN DISTRICT OF VIRGINIA, }
Clerk's Office, Norfolk, December 22, 1827.

I, Seth Foster, clerk of the said court, do hereby certify that the foregoing writings, numbered from one to five, inclusive, are true copies of the original affidavits, libel, and decrees, of which they severally purport to be copies; which said originals are filed and of record in the district court aforesaid.

In testimony whereof, I have hereunto set my hand, and affixed the seal of the said court, this [SEAL.] twenty-second day of December, in the year of our Lord one thousand eight hundred and twenty-seven.

SETH FOSTER, Clerk.

Schedule of taxed costs, United States of America vs. Schooner Ninfa Catalana.

I, Seth Foster, clerk of the district court of the United States for the district of Virginia, at Norfolk, do hereby certify that the annexed schedule contains a true account of the costs of prosecution allowed in the case of the Ninfa Catalana, to wit:

SCHEDULE.

Attorney's fee.....	\$17 00
Marshal of Virginia, custody and fee.....	53 00
Marshal of Maryland, serving three subpoenas and traveling, &c., at \$10 each.....	31 50
Clerk, his fees, issuing citation, monition, return, and subpoenas, entering protests, depositions, continuances, entering the order of court, final decree, and records and exemplification thereof...	50 95
Publishing interlocutory order and libel.....	10 00
Commissioners' charge, appointed by the court to estimate the amount of damages, three commissioners, 12 days, at \$6 per day, is \$72 each.....	\$216 00
Clerk to the commissioners, 11 days, at \$3 per day.....	33 00
	249 00
	\$411 45

There is an account, filed by Don Pablo Daunes, of incidental expenses incurred by him in the prosecution of the suit, and which have not yet been submitted to the court, not noticed in the above schedule.

In testimony whereof, I have hereunto set my hand, and affixed my seal of office, at Norfolk, this
[SEAL.] twenty-fifth day of February, in the year of our Lord eighteen hundred and twenty-eight.
SETH FOSTER, *Clerk*.

Navy Department, February 8, 1828.

Sir: I have the honor to acknowledge your letter, without date, received on the 6th inst., respecting the case of Master Commandant Jesse Wilkinson, and to make the following answers to inquiries which it contains.

Soon after the *Ninfa Catalana* was brought into Norfolk, viz: on the 31st of May, 1823, a court of inquiry was ordered, on the application of Master Commandant Wilkinson. The original record of that trial is enclosed as a paper tending to show the grounds of making the capture. The original record is sent because it is not possible to prepare a copy, and I have, respectfully, to request that it may be returned to the Department after the committee have used it. The result of the inquiry, in the opinion of the Executive, at that time, is found in the letter from the Department to Master Commandant Wilkinson, marked A.

Since that letter no correspondence is found between the Department and Master Commandant Wilkinson, on this subject, until that of which papers B and C are copies, and which are referred to in his memorial.

I have not been able to discover any case which approaches so near, in principle, to this, as that of Captain Murray, which was provided for by act of Congress, approved 31st of January, 1805, to which I beg leave to refer you. The papers in the case will probably be found on the files of the House of Representatives.

I am, very respectfully, &c.,

SAM'L L. SOUTHARD.

HOB. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

A.

Navy Department, August 13, 1823.

Sir: I have submitted to the consideration of the President the proceedings of the court of inquiry on your conduct in the capture of the Spanish schooner *Ninfa Catalana*, who has instructed me to say to you that, considering this vessel was within the jurisdiction of the Spanish authorities of the Island of Cuba when Captain Howell made his application and complaint to you, it would have been more prudent and discreet in you to have turned him over to such authorities for redress. Nevertheless, as there is no reason to believe but that you acted in good faith, and under the belief that you were in the due discharge of your duty, he does not think your conduct deserving of censure.

I am, respectfully, your most obedient servant,

SMITH THOMPSON.

Capt. JESSE WILKINSON, *United States Navy, Norfolk, Va.*

B.

Norfolk, November 19, 1827.

Sir: By the late decision of Judge Hay, in the case of the Spanish schooner *Ninfa Catalana*, I have been sentenced in damages to the amount of ten thousand dollars and upwards, besides cost and charges, which, included, amount to upwards of thirteen thousand dollars.

I have been advised by my counsel to represent the case to you, and to ask your advice as to the propriety of an appeal, and to request that I might be sustained by the government in the course you may advise, as it would be utterly impossible for me to give security for the amount required.

I herewith enclose you the copy of a letter from your predecessor,* to show the view taken of the subject at that time, and I do assure you, sir, that I was actuated in the whole affair by a sense of duty,

*The enclosure is that marked A.

and I feel confident that it will be conceded, by all parties, that I had no other alternative left me than the course I pursued. I was compelled to act upon *ex parte* testimony, and could never have convinced the people of the United States that the vessel in question was not a pirate, had I not sent her in for adjudication; and, moreover, I have had the most satisfactory evidence that she was a vessel of that description; but such is the corrupt state of things in Havana that, for money, testimony may be procured to prove anything.

My counsel, General Taylor, is of opinion that to proceed against me was illegal; having acted under the spirit of my orders, it should have been an affair between the Spanish and American governments. I have also been informed by the counsel for the plaintiffs that the President of the United States, in a conversation with General Pegram, the marshal, stated that the government would be bound to sustain whatever damages might be awarded.

There is still about fifteen days to run of the time allowed for an appeal; I should, therefore, be pleased to know your decision within that period.

I have the honor to be, your obedient servant,

J. WILKINSON.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

C.

NAVY DEPARTMENT, *November 22, 1827.*

SIR: I have received your letter of the 19th instant, upon the subject of damages, costs, and charges in the case of the schooner *Ninfa Catalana*.

It does not appear to me to be proper for this Department to give advice, or make any engagement which would create responsibility upon it, in your case. There is no discretion which it can legally exercise, nor any appropriation out of which it can pay any money for your relief. The appeal must be, as in other cases, to Congress. For success there it is probably indispensable that you should fully defend yourself before the judicial tribunals.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

Master Commandant JESSE WILKINSON, *United States Navy, Norfolk.*

20TH CONGRESS.]

No. 359.

[1ST SESSION.]

RULES ADOPTED FOR THE SELECTION OF COMMISSIONED AND WARRANT OFFICERS FOR THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 14, 1828.

NAVY DEPARTMENT, *March 12, 1828.*

SIR: The Secretary of the Navy, having had the honor to receive the resolution of the House of Representatives, of the 18th February, 1828, directing him "to inform the House what rule, if any, has been adopted in his Department for the selection of the very numerous list of candidates for commissions or warrants, such as the service of these United States may require from time to time; showing, specifically, how far the honor and advantage likely to result therefrom has been or is equalized among the citizens of each and all the States; also, what additional laws or regulations are, in the judgment of the Department, wanted to enable the country to get rid of such as have been received into the service, and are waiting orders, from a knowledge of their disqualification to be trusted in the service, although their conduct may not have been such as properly to subject them to be court-martialed; also, the number of such officers and midshipmen now known to be in the service; and whether those reported as waiting orders are on whole or half pay," has now the honor to present the following report:

The resolution is understood to make four inquiries:

1st. "What rule has been adopted, in the selection of candidates for commissions or warrants, so as to equalize the honor and advantage of the appointments in the navy among the several States; and how far the same have been equalized?"

2d. "How many officers and midshipmen are now known to be in the service, and are waiting orders, from a knowledge of their disqualification to be trusted in the service, although their conduct may not have been such as properly to subject them to be court-martialed?"

3d. "What additional laws or regulations are, in the judgment of the Department, wanted to enable the country to get rid of such?" And,

4th. "Whether those reported as waiting orders are on whole or half pay?"

Previous to the 3d January, 1826, there were not satisfactory documents to show to which State the several navy officers belonged. At that date a circular letter was addressed to each, requiring him to inform the Department in what State he was born, from which appointed, and of which a citizen. Similar letters are sent with new appointments; and the answers received are the guides in preparing the annual registers, in which those circumstances are stated. To these registers reference is made for the number of officers in the several States and Territories when they were printed. The last register, which was sent to Congress at the commencement of the year, contains an answer to so much of the first inquiry as relates to the *equality* between the States, in the "honor and advantage" of the appointments. There is also added to this report a paper, marked A, which exhibits, at one view, the number of commissioned officers and midshipmen in each State. It shows that the officers of high rank belong principally to the Atlantic States,—Massachusetts, Rhode Island, Connecticut, New York, New Jersey,

Pennsylvania, Delaware, Maryland, Virginia, and South Carolina, which is to be accounted for by two facts: 1st. That several of the States, now in the Union, had not a separate existence when these appointments were made; and 2d. That there were, at that period, very few, and, in some instances, no applications from several of the States. An equality in officers of those ranks, among the States now composing the Union, was therefore impracticable. Such equality can exist only in the lowest grade—that of midshipman. It would neither be just nor expedient now to create it, in the whole number of officers, by making all appointments from States in which there is a deficiency, until each shall have as many as its relative present population would demand.

Such a course would reward those who did not seek the service in times when the navy was a less popular resort for our citizens than it is at this day, and would, when those now appointed have risen to the highest grade, create the same inequality in their favor which now exists against them, an equality which neither policy nor justice requires should be made. It has not been the desire, therefore, to render the States equal in the whole number of officers, but in midshipmen only; and the rule adopted has been to make the appointments in proportion to the representation of the States in the two Houses of Congress. This rule has been adhered to as closely as circumstances would permit. By paper B, which is annexed, it will appear how far the effort has been successful, and which States have more, and which have less, than their proportion.

Several appointments will necessarily be made in a few weeks, which will lessen the inequality, and leave not more than four or five of the States deficient in their number. In a short time entire equality will be created; after which, unless a different rule shall be established by legislative authority, appointments will be made in exact proportion to the representation in the two Houses. But it is probable that this rule will not operate so as to keep up an exact equality in the officers: for experience has proved that those who are appointed from the interior, and far from the Atlantic, do not continue as permanently in the service as those whose residence and friends are on the seaboard; and, therefore, although as many appointments may be made, as many officers will not remain in the service from the interior States.

The consequence, however, will be that those which furnish the most persevering officers will have, eventually, the greatest number.

It is proper to remark that the aggregate number of four hundred was taken as the amount by which the calculation was made. This is greater than the average for several years past, but will, probably, fall somewhat below the number which will be in service hereafter. The remainder, however, it is thought just not to subject to the rule of geographical appointment, but to leave for general distribution, with a view to meet strong and urgent cases, and claims arising from public service and other causes. Such cases every one must be aware will sometimes occur, and it would be an unwise dispensation which would forbid the Executive to gratify them.

It is also proper to state that regard had not been had to congressional districts, so as to give one to each. This was formerly impracticable, because the Department has not been informed from what districts appointments were made; nor is it the case in one of twenty applications now made, that the residence of the applicants, as to congressional districts, is stated. Besides, these divisions of territory are arbitrary and changing, and the individual selected may be in one district this year, and in another the next. All, therefore, that has been desired, is to know the State, and the general portion or division of the State, from which the appointment is made; and it is believed that this is the true rule, both as a matter of justice and policy; that any other would injuriously limit the Executive discretion, and prevent the selection of the best materials for the service; a service which cannot always be well performed by some, who might satisfactorily serve the public on the land.

It is true that in some portions of the several States there are many more naval officers than there are in other portions. This has arisen from various causes: from the want of candidates in some, there being districts from which, it is believed, no application has ever been made; from the character of the candidate—for a person of less, would not be preferred to a person of more promise, merely because he came from a particular district; and also, among other causes, probably from the proximity to the seat of government, by which the citizens were induced to apply when others did not.

The adjoining congressional district, composed of Anne Arundel and Prince George's counties, is an example of this. There are from that district not less than twenty officers of the navy and marine corps, when, by its population, it is not entitled to more than three or four. This great inequality it will be the business of the Department to correct.

The average appointments for the last four years have been a little more than sixty; which would allow one to each congressional district about every four years, or to each State as many, in four years, as it has representatives. In Virginia, for example, twenty-four in four years, or six in each year.

More than this proportion has been given, and will continue to be given, to the States which have less than their share, until they are brought to the same condition as the rest.

From the preceding statement, it appears that the rule of the Department is designed to equalize, as speedily as circumstances will permit, the number of midshipmen in the several States, and then to make appointments from them, in proportion to their representation in Congress, without regard to the number which may remain in the service.

In answer to the second inquiry, it is respectfully suggested that the disqualification of officers to perform duty may arise from sickness, from want of capacity and experience, and from bad habits. Several are now on leave of absence, from the first cause, and in such a service there must be some such at all times; in most instances the sickness being produced by the very duties which they have performed. Want of capacity and experience may operate to prevent the employment of an officer in certain duties, while he is perfectly prepared and competent to discharge others; and he may be unemployed, because the services for which he is best fitted may not be required at the time. This seldom operates so as to prevent the employment of many, and of none for a long period. Bad or intemperate habits are doubtless a decisive disqualification; but of these the Department can be informed only *officially*. It would be an injustice, against which every citizen of the republic would protest, if the Department should act upon rumor in such cases, and punish or dismiss the accused. Whenever information is received, on which reliance can be placed, that an officer is intemperate, or has been intoxicated while on duty, no hesitation is felt in causing him to be tried. On this point great rigor has been manifested, and not a few have been compelled to leave the service within the last three years; more, probably, than at any former period of our naval history. It is due, however, to justice, to declare explicitly, and it is done with more

than ordinary gratification, that no corps of officers of equal extent, in this or any other country, has, probably, ever been more exempt from disqualifying habits than are the navy officers at this moment. Intemperance is regarded not merely as dangerous, but as disgraceful. Nor have there ever been fewer officers incompetent from any cause to discharge their duties. It is not, however, intended to convey the idea that there are none such. They are, nevertheless, few; and it is the duty of the Department, when their incompetency can be established, from any cause which impeaches their character as officers, to remove them as an unnecessary burden on the public; a duty which, it is believed, has not heretofore been neglected. It will readily be perceived that the Department is not able to state how many are disqualified, or to give a more definite answer to this part of the resolution.

It is not to be inferred that all who are noted in the register as waiting orders, or on leave of absence or furlough, at the time it was printed, are unfit to do duty, nor that they are still unemployed. Changes are constantly taking place, and what is true of the occupation of the officers to-day will not be true to-morrow. Of those whose situations and duties are mentioned in the register, four are now under suspension; three have been cashiered; five have resigned; about twenty are sick; two hundred have returned from long cruises in the North Carolina, United States, and other vessels; seventy-five have been ordered to duty; and sixty-eight were waiting for examination, some of whom have been examined and promoted, and others are now in active service. Some of the most useful and valuable officers are occasionally unemployed for short periods. Nor is it possible, in any service of any kind, that this should not be the case. It has always been deemed just that officers, when injured in health by the duties they have performed, should have leave of absence, to seek its restoration; and that those who have been constantly occupied for years, at a distance from their home and friends, should be permitted to see them, and pay some attention to their private interests. These and other causes will uniformly create what is an unavoidable necessity, that one-fourth or one-fifth should not be actively engaged in duty.

In reply to the third inquiry, it is remarked, that the best and safest mode "to get rid of" such officers as are "disqualified" by bad habits, is to render the organization of the navy, and the rules for its government and for the trial of offences, as plain, explicit, and efficient as is practicable. There are many defects in the system, as it now exists, which not only impede rigid discipline, but tempt to incorrect conduct, and render its punishment difficult. It does not seem necessary here to detail the views of the Department respecting the proper organization of the navy, or the code of criminal laws and regulations by which it should be governed. They have been repeatedly suggested in reports, to which reference is respectfully made, and especially to that presented to the Senate on the 12th January, 1828.

With useful rules, and tribunals wisely constituted to enforce them, there can be no serious difficulty in keeping the service free from unworthy members. Without them, no energy, within the pale of the law, can accomplish it fully. When a proper system shall be provided by the wisdom of Congress, it will be the fault of the administration of the Department if any just complaint should exist upon this subject.

It is known to Congress that many regulations have been made, and are now in operation, to prevent as far as possible incompetent and unfit persons from entering the service, or for expelling them after they shall have entered it.

None are appointed midshipmen who are not within 14 and 20 years of age, and in whose favor there is not satisfactory evidence of a sound constitution, correct habits, and good English education. It is contemplated to limit hereafter the age of admission to eighteen.

For the first six months in active service at sea, they are strictly on trial, and, unless their conduct be correct, and they give promise of usefulness, they do not receive warrants, but have permission to retire. This affords the first opportunity of relieving the service of such as are not likely to do it benefit. When appointed, they are mere boys, generally without experience or skill, or well established habits and character. They are not, therefore, regularly commissioned officers, but have warrants. Within the last year, a general regulation was published, which provides that their examination shall take place after they have been three years at sea, and five in the service. This examination is rigid, and those unfit, from their habits or ignorance, cannot pass it. Failing once, a second opportunity is offered, and upon a second failure, they are dismissed or permitted to resign. Having passed, they receive a new warrant, and their pay is increased until the public interest permits their promotion. It may be confidently said, that no general regulation has ever produced better effects upon the industry, habits and intelligence of any class of officers; and the result will be that, in the course of a few months, no midshipman will be in the service of older date of warrant than 1820. This examination affords a second opportunity to relieve the public from those who are unfit for advancement to the higher grades. It is not very probable, under these arrangements, that improper or incompetent persons will pass the ordeal, and become commissioned officers. Thus far, we seem to have all the necessary guards against the admission of such as are described in the resolution. But it may, and sometimes does happen, that officers, once commissioned, become careless, both in regard to their moral character and deportment, and to the acquisition of knowledge and skill in their profession. A man may be eminently qualified to enter the rank of lieutenant, and yet may not be fit for promotion to a higher grade when the service requires it. Another and a rigid test ought to be provided, of which the officers should have full warning, as well as time and opportunity to prepare for it. Such a test will be found in an examination conducted on proper principles, both as to character and skill; and however unpleasant it may be in the first instance, yet, when established, and the officers have had sufficient opportunity to be prepared, it cannot be doubted that it will produce a beneficial effect on the habits and industry of all. It will be more likely, than any other mode, to prevent the exercise of undue partiality and favoritism, both in the officers who are in command, and the Department which recommends for promotion.

The effect of these examinations has been tried, not only in the case of midshipmen, but in another most important class of officers. It was formerly the practice to appoint surgeons and surgeons' mates upon general recommendations. The Executive, as might be supposed, was often grievously deceived in the qualifications of those whom it selected, and consequences of a painful kind not unfrequently resulted to our officers and seamen.

In the month of May, 1824, the Department resolved to establish a board of old and skillful surgeons, for the examination of those who should apply for the appointment of surgeon's mate, or for promotion as surgeon, and to recommend to the President no one who had not submitted to an examination, and been declared, by that board, to be qualified for the place which he sought, by his talents, acquirements, and character. Such a board has, from time to time, been constituted, whenever appointments or promotions

were necessary, and the result has been most gratifying. The character of the corps has been elevated, and now contains men inferior to none of their age in merit and acquirement.

In answer to this third inquiry, then, it may be said that the object will be best attained by providing a proper organization of the navy; a system of rules and regulations, with well constituted tribunals for the trial and punishment of offenders; and by examinations, which will prevent those "disqualified" from being advanced in the service.

In reply to the fourth inquiry, it is observed that all officers on temporary leave of absence from duty, or waiting orders, are regarded as coming within the description in the law, "under orders for actual service," and receive full pay. Those on furlough receive half their monthly pay. This subject, and the reasoning upon it, have been heretofore presented to Congress, and need not now be repeated.

All which is respectfully submitted.

SAM'L L. SOUTHARD.

The SPEAKER of the House of Representatives.

A.

Table showing the number of commission and warrant officers of the United States navy appointed from each State and Territory.

States.	Captains.	Masters commandant.	Lieutenants.	Surgeons.	Surgeons' mates.	Pursers.	Chaplains.	Midshipmen.	Total.
Maine	1		6	1				8	16
New Hampshire			5				1	10	16
Vermont			1					7	8
Massachusetts	1	1	20	3		5	1	18	49
Rhode Island		2	4		1	4		6	17
Connecticut	2		6	2	1	2	1	15	29
New York	5	3	38	6	6	7	2	48	115
New Jersey	3	1	20	2	2	1		20	49
Pennsylvania	9	4	25	6	10	7	1	38	100
Delaware	1		1	1	1	1		5	10
Maryland	5	4	28	6	6	4	1	35	89
District of Columbia		2	10	3	1	5	1	23	46
Virginia	6	7	33	4	7	4		62	123
North Carolina			1					15	16
South Carolina		3	14	2				10	29
Georgia			3			1		9	13
Alabama					1			6	7
Louisiana			4					9	13
Kentucky			2			1		11	14
Ohio			3					13	16
Tennessee			1					9	10
Indiana								7	7
Mississippi			2			1		5	8
Illinois								2	2
Missouri								4	4
Florida					1			4	5
Michigan								2	2
Arkansas									
Total	33	28	227	36	37	43	8	401	813

B.

Statement showing the proportion of midshipmen to which each State and Territory is entitled, according to its representation in Congress, allowing the aggregate number to be 400, or one and a half to each representative; also, the excess or deficiency in each State and Territory.

States.	Representation.	Proportion.	Number in service.	Excess.	Deficiency.
Maine	9	13	8		5
New Hampshire	8	12	10		2
Vermont	7	10	7		3
Massachusetts	15	22	18		4
Rhode Island	4	6	6		
Connecticut	8	12	15	3	
New York	36	54	48		6

B.—Statement—Continued.

States.	Representation.	Proportion.	Number in service.	Excess.	Deficiency.
New Jersey	8	12	20	8	
Pennsylvania	28	42	38	.....	4
Delaware	3	4	5	1	
Maryland	11	16	35	19	
District of Columbia			23	23	
Virginia	24	36	62	26	
North Carolina	15	22	15	.....	7
South Carolina	11	16	10	.....	6
Georgia	9	13	9	.....	4
Alabama	5	7	6	.....	1
Louisiana	5	7	9	2	
Mississippi	3	4	5	1	
Tennessee	11	16	9	.....	7
Kentucky	14	21	11	.....	10
Ohio	16	24	13	.....	11
Indiana	5	7	7	.....	
Illinois	3	4	2	.....	2
Missouri	3	4	4	.....	
Michigan	1	1	2	1	
Arkansas	1	1	.....	.....	1
Florida	1	1	4	3	

20TH CONGRESS.]

No. 360.

[1ST SESSION.]

ANNUAL REPORT IN RELATION TO THE NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 14, 1828.

NAVY DEPARTMENT, *March 13, 1828.*

SIR: I have the honor to transmit the annual report in relation to the navy pension fund, prepared in compliance with the tenth section of the act of the 23d of April, 1800, "for the better government of the navy of the United States," and consisting of the following documents, marked—

A. List of invalid, widow, and orphan pensioners, in each State, and the amount allowed to each.
B. Abstract of warrants drawn by the Secretary of the Navy, from 1st of January to 31st of December, 1827.

C. Statement of bank stocks belonging to the pension fund.

D. Account of the Treasurer of the United States as agent for the Commissioners.

E. Statement of the funded debt of the United States, belonging to the fund.

I have the honor to be, very respectfully, &c.,

SAMUEL L. SOUTHARD.

The SPEAKER of the House of Representatives.

A.

List of naval pensioners on the 1st January, 1828.

Names.	Rank.	Monthly pensions.	Annual pensions.
MAINE—2.			
Uriah Hanscomb	Ordinary seaman	\$6 00	\$72
William M. Spalding	Seaman	6 00	72
NEW HAMPSHIRE—7.			
Samuel Abbet	Seaman	5 00	60
Edward Banks	do	6 00	72
Robert Forsyth	Marine	3 00	36
John Grant	Seaman	6 00	72
John Hodgekins	Carpenter's mate	7 00	84
John Lloyd	Marine	3 00	36
John Mushaway	Boatswain	10 00	120

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
MASSACHUSETTS—72.			
George Arbuckle	Seaman	\$3 33	\$40
Zepha Allen	Marine	4 00	48
Isaac Allister	Seaman	3 00	36
John Allison	do	6 00	72
Cotton Brown	Cook	9 00	108
Joseph Barrett	Quartergunner	9 00	108
John Barrett	do	9 00	108
Lemuel Bryant	Ordinary seaman	8 00	96
John Bennett	Seaman	6 00	72
John Ball	Boatswain	9 00	108
Nathaniel Barker	Seaman	6 00	72
Jacob Ball	Ordinary seaman	5 00	60
James Blake	do	5 00	60
John Clements	Seaman	6 00	72
Russell Coats	Quartermaster	5 00	60
Samuel Cotton	Marine	3 00	36
James Clarke	Gunner	10 00	120
John Caldwell	Seaman	6 00	72
John Chamberlain	Boatswain	8 00	96
Robert Cathcart	Seaman	6 00	72
George Carson, <i>alias</i> Cassin	Quartermaster	5 00	60
Dennis Cary	Ordinary seaman	7 00	84
Arthur Carroll	do	2 50	30
Richard Dunn	Seaman	6 00	72
John Davidson	Lieutenant	20 00	240
Wheatley Dyer	Ordinary seaman	5 00	60
Asa Ewell	do	5 00	60
Ebenezer Evans	Seaman	6 00	72
William Edes	do	6 00	72
Thomas Edwards	Quartermaster	6 00	72
Jonathan Fellows	Boatswain's yeoman	9 00	108
Samuel H. Green	Quartermaster	9 00	108
John Geyer	Seaman	6 00	72
James Hatch	Quartergunner	9 00	108
Peter Hosier	Seaman	6 00	72
William Ingersoll	Boatswain	12 00	144
Thomas Howes	Quartergunner	9 00	108
Henry McDonough	Seaman	6 00	72
Andrew McCullum	Marine	8 00	96
Thomas Melburn	Seaman	6 00	72
John Mitchell	do	10 00	120
James Merrill	Ordinary seaman	5 00	60
Enoch M. Milcy	Quartergunner	8 00	96
Peter McMahon	Ordinary seaman	4 50	54
James Nogle, <i>alias</i> Vogle	do	4 00	48
William Nicholls	do	5 00	60
Isaac Omans	Seaman	6 00	72
John Peterson	Ordinary seaman	5 00	60
Robert Poulton	do	5 00	60
William Perry	Seaman	6 00	72
Michael Quigly	Ordinary seaman	5 00	60
Nathaniel Rolfe	Seaman	6 00	72
John Shapely	Cook	9 00	108
Patrick Scanton	Ordinary seaman	6 00	72
William Stewart	Seaman	4 00	48
Samuel Sawyer	do	6 00	72
Benjamin Stevens	Master's mate	10 00	120
Robert Sanders, <i>alias</i> Willet	Seaman	6 00	72
John Shaw	do	6 00	72
John Smith	Quartermaster	6 00	72
Silas Taft	Marine	3 00	36
William Thompson	Boatswain's mate	9 50	114
James Trumbell	Ordinary seaman	5 00	60
Seth Townsend	Seaman	6 00	72
Samuel Tucker	Captain, revolutionary war	20 00	240
Owen Taylor	Seaman	6 00	72
Charles F. Waldo	Master's mate	10 00	120
Peter Woodbury	Quartermaster	9 00	108
William Wood	Seaman	6 00	72
William Welsh	do	5 00	60
Michael Welsh	Ordinary seaman	5 00	60
David Quill	Quartermaster	5 00	60

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
RHODE ISLAND—7.			
Isaac Bassett.....	Ordinary seaman.....	\$5 00	\$60
John Hoxie.....	Seaman.....	8 50	102
Andrew Mattison.....	do.....	5 00	60
William Payne.....	Ordinary seaman.....	5 00	60
Isaac Stearns.....	Marine.....	3 00	36
Reuben Wright.....	Carpenter's mate.....	8 00	96
Samuel Bosworth.....	Seaman.....	6 00	72
CONNECTICUT—6.			
Schuyler Bradley.....	Seaman.....	6 00	72
Nathaniel Chapman.....	Quartermaster.....	8 00	96
Edward Field.....	Surgeon's mate.....	10 00	120
William Lewis.....	Marine.....	3 00	36
Richard Lee.....	Quartermaster.....	6 00	72
John Williams.....	Seaman.....	6 00	72
NEW YORK—136.			
George Albro.....	Quartermaster.....	6 00	72
Bernard Allen.....	Seaman.....	5 00	60
Jacob Albrecht.....	do.....	6 00	72
Samuel Angus.....	Captain.....	50 00	600
John Bernard.....	Marine.....	3 00	36
John Baptiste.....	Boy.....	3 00	36
Dominick Burns.....	Marine.....	3 00	36
Peter Bernard.....	Ordinary seaman.....	4 00	48
John Bremen.....	Seaman.....	6 00	72
William Burney.....	do.....	6 00	72
Edmund Butt.....	Marine.....	3 00	36
John Butler.....	Seaman.....	6 00	72
John Brannon.....	do.....	5 00	60
Samuel Butler.....	Quartermaster.....	8 00	96
John Blair.....	Seaman.....	5 00	60
Adam Brown.....	do.....	6 00	72
Jacob Booker.....	Ordinary seaman.....	5 00	60
James Brown.....	Boatswain's mate.....	10 00	120
Abraham Blaskley.....	Carpenter's mate.....	6 00	72
George Burton.....	Quartermaster.....	4 50	54
John Carberry.....	Cooper.....	4 50	54
Charles Clay.....	Seaman.....	6 00	72
Christian Clarke.....	do.....	6 00	72
Samuel Colston.....	do.....	3 00	36
William Cain.....	do.....	6 00	72
John Collins.....	do.....	6 00	72
Zachariah Conklin.....	Ordinary seaman.....	6 00	72
Benjamin Campbell.....	Sergeant marines.....	5 00	60
John Campbell.....	Boatswain.....	8 00	96
Thomas Crawford.....	Seaman.....	5 00	60
Shubael Cunningham.....	do.....	4 00	48
Francis Covenhoven.....	Ordinary seaman.....	7 50	90
Joseph Cotter.....	Boatswain's mate.....	9 00	108
David Christie.....	Marine.....	4 00	48
Jacob Dorne.....	Seaman.....	8 50	102
William B. Downes.....	do.....	5 00	60
John Dennis.....	do.....	5 00	60
Thomas Dailey.....	Quartermaster.....	8 00	96
James Davis.....	Quartermaster.....	9 00	108
William Davis.....	Seaman.....	6 00	72
John Dunn.....	Marine.....	3 00	36
Samuel Deane.....	Seaman.....	6 00	72
Thomas Dennis.....	do.....	6 00	72
John Daniels.....	Quartermaster.....	9 00	108
John Denike.....	Seaman.....	6 00	72
William Fitzsimons.....	Ordinary seaman.....	7 00	72
John Francisco.....	Marine.....	3 00	36
Bennett Fields.....	Armorer.....	9 00	108
John Ford.....	Seaman.....	5 00	60
Peter Gillen.....	do.....	5 00	60
Leonard Green.....	Quartermaster.....	9 00	108

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Thomas Gore.....	Ordinary seaman.....	\$2 50	\$30
Roswell Hale.....	do.....	5 00	60
William Hinds.....	Boy.....	6 00	72
Seth Hebbard.....	Marine.....	3 00	36
William Hardingbrook.....	Seaman.....	6 00	72
Stephen Hammond.....	do.....	6 00	72
Daniel Hagenon.....	Ordinary seaman.....	5 00	60
George Hutton.....	Quartermaster.....	8 00	96
John Hyatt.....	Seaman.....	6 00	72
John Hadden.....	do.....	6 00	72
John Haywood.....	Master's mate.....	10 00	120
James Jackson.....	Seaman.....	5 00	60
John Johnson.....	do.....	6 00	72
Thomas Jackson, 2d.....	Quartermaster.....	9 00	108
Thomas Kelly.....	Seaman.....	4 00	48
John Kenny.....	do.....	4 50	54
James A. Lewis.....	Quartermaster.....	9 00	108
John Lazano.....	Seaman.....	5 00	60
James Linscott.....	do.....	3 00	36
Timothy Lane.....	Cook.....	8 00	96
James McMane.....	Ordinary seaman.....	5 00	60
John McCracken.....	Boatswain's mate.....	12 00	144
Roger McGee.....	Marine.....	3 00	36
John Mahen.....	Seaman.....	6 00	72
John McCarty.....	Purser's steward.....	5 00	60
John Melvill.....	Seaman.....	5 00	60
William Moran.....	do.....	6 00	72
James McKorman.....	do.....	6 00	72
Emero Males.....	Ordinary seaman.....	5 00	60
Samuel McIsaacs.....	Boy.....	5 00	60
James Moses.....	Purser's steward.....	9 00	108
Thomas Miller.....	Seaman.....	5 00	60
Enos Marks.....	Ordinary seamen.....	5 00	60
Jeremiah McMahon.....	do.....	5 00	60
Colin McLeod.....	Boatswain.....	10 00	120
Matthew McKenzie.....	Seaman.....	6 00	72
Patrick McLaughlin.....	Ordinary seaman.....	5 00	60
Charles Moore.....	Seaman.....	6 00	72
William Nesbet.....	do.....	4 00	48
James Nickerson.....	do.....	6 00	72
Thomas Oliver.....	do.....	6 00	72
Cornelius O'Neal.....	do.....	6 00	72
John Otterwell.....	Carpenter's mate.....	5 00	60
William Parker.....	Seaman.....	6 00	72
George Pierce.....	do.....	4 00	48
John Place.....	Armorer.....	8 00	96
John Peterson.....	Seaman.....	6 00	72
James Peyton.....	Ordinary seaman.....	5 00	60
Benjamin H. Parker.....	Seaman.....	4 50	54
Stephen Phyfer.....	Ordinary seaman.....	5 00	60
William Rodgers.....	Quartermaster.....	8 00	96
John Reagan.....	Marine.....	5 00	60
Thomas Reed.....	Seaman.....	5 00	60
Edmund Rowland.....	Ordinary seaman.....	4 00	48
Rosnante Rhodes.....	Seaman.....	6 00	72
James Rogers.....	Sailingmaster.....	15 00	180
John Ratler.....	Quartermaster.....	6 00	72
John Smith.....	Seaman.....	6 00	72
John Scriver.....	do.....	5 00	60
George Stanley.....	Purser's steward.....	6 00	72
John Schroeder.....	Seaman.....	6 00	72
John Sniffen.....	Carpenter's mate.....	6 00	72
William Spratt.....	Ordinary seaman.....	4 00	48
Daniel Smith.....	Seaman.....	5 00	60
John Stone.....	do.....	6 00	72
Purnell Smith.....	do.....	4 00	48
Augustus Swartwout.....	Midshipman.....	12 00	144
John Smith, 3d.....	Ordinary seaman.....	5 00	60
Peter Thinkum.....	Seaman.....	4 00	48
Henry Townsend.....	Ordinary seaman.....	5 00	60
George Thomas (black).....	Seaman.....	6 00	72
Isaac Vallenge.....	Quartermaster.....	8 00	96

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Charles Van Dyke.....	Ordinary seaman.....	\$5 00	\$60
James Williams.....	do.....	5 00	60
William Wells.....	Seaman.....	6 00	72
Charles Williams.....	Ordinary seaman.....	4 00	48
Solomon White.....	Seaman.....	4 00	48
Charles Williams.....	do.....	4 00	48
John Wright.....	Quartergunner.....	6 00	72
James Warner.....	Seaman.....	8 00	96
Thomas Welch.....	Quartergunner.....	12 00	144
John Webb.....	Seaman.....	4 00	48
John Wright.....	Ordinary seaman.....	5 00	60
John Wolfram.....	Quartergunner.....	9 00	108
John Waters.....	Ordinary seaman.....	5 00	60
NEW JERSEY—4.			
Peter Dunlevy.....	Marine.....	5 00	60
James Hazle.....	Seaman.....	5 00	60
William Robinson.....	Marine.....	6 00	72
Thomas Flannigan.....			
PENNSYLVANIA—71.			
Alexander Adams.....	Ordinary seaman.....	3 00	36
George Alexander.....	Quartergunner.....	8 00	96
William C. Allen.....	Quartermaster.....	12 00	144
Nathaniel Begley.....	Quartergunner.....	9 00	108
Enos Bateman.....	Seaman.....	5 00	60
Thomas Brown.....	Marine.....	2 00	24
William Baggs.....	do.....	3 00	36
John Baxter.....	Seaman.....	6 00	72
James Bell.....	do.....	6 00	72
John Cassin.....	Marine.....	3 00	36
John Coffin.....	Seaman.....	6 00	72
Henry Collins.....	do.....	6 00	72
Archibald Campbell.....	do.....	5 00	60
Patrick Cain.....	Marine.....	6 00	72
Robert Carson.....	Ordinary seaman.....	5 00	60
George Coombs.....	Seaman.....	8 00	96
Augustus Dundas.....	Gunner.....	10 00	120
William Deane.....	Seaman.....	6 00	72
Thomas Davis.....	do.....	5 00	60
William Dearing.....	do.....	6 00	72
Henry Dugan.....	Marine.....	3 00	36
Stephen Elderkin.....	Seaman.....	6 00	72
William Evans.....	Quartermaster.....	6 00	72
Edmund Fitzgibbon.....	Ordinary seaman.....	4 00	48
Pero Fisher.....	do.....	5 00	60
John Fryer.....	Seaman.....	6 00	72
Nicholas Hyberger.....	do.....	6 00	72
George Huffstidler.....	do.....	6 00	72
William Holms.....	Marine.....	3 00	36
John Hoogubets.....	Prisoner at Dartmoor.....	6 00	72
William Haggerty.....	Ordinary seaman.....	5 00	60
William Jackson.....	Seaman.....	6 00	72
Job Jones.....	Ordinary seaman.....	5 00	60
Hugh Kelly.....	Marine.....	3 00	72
George Kensinger.....	Master-at-arms.....	9 00	108
Lawrence Kripar.....	Marine.....	3 00	36
Nicholas Klein.....	Sergeant marines.....	5 00	60
John More.....	Seaman.....	6 00	72
William Mooney.....	Marine.....	3 00	36
Miles Morris.....	Corporal marines.....	5 00	60
George McDaniel.....	Ordinary seaman.....	5 00	60
Michael McConomy.....	do.....	6 00	72
Matthias McGill.....	Seaman.....	8 00	96
John McMullen.....	Gunner's mate.....	9 00	108
Bernard McDonough.....	Marine.....	6 00	72
Daniel Muncey.....	Seaman.....	8 00	96
William Morris.....	Ordinary seaman.....	5 00	60
James Mulliniffe.....	do.....	10 00	120
John Nugent.....	Seaman.....	6 00	72

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
John F. Noyer.....	Marine.....	\$6 00	\$72
Benjamin Norcross.....	Sergeant marines.....	5 00	60
Benjamin Newton.....	Seaman.....	6 00	72
William Price.....	do.....	6 00	72
John Pasco.....	do.....	6 00	72
John Pitt.....	do.....	6 00	72
Peter Quantin.....	Ordinary seaman.....	5 00	60
John Roberts.....	Gunner's yeoman.....	9 00	108
Eli Stewart.....	Master's mate.....	7 00	84
Joseph Smith.....	Marine.....	4 00	48
William Smith, 6th.....	Seaman.....	8 00	96
David Thomas.....	Marine.....	3 00	36
Philip Tully.....	Seaman.....	6 00	72
John B. Truman.....	Ordinary seaman.....	5 00	60
Richard Webb.....	do.....	5 00	60
James White.....	Gunner's mate.....	9 00	108
Peter Whelan.....	Marine.....	3 00	36
John Walter.....	Seaman.....	4 00	48
John Williams, 6th.....	Ordinary seaman.....	8 00	96
James Wilson.....	Quartermaster.....	10 00	120
John Wilson.....	Seaman.....	6 00	72
John Young.....	Quartermaster.....	9 00	108
DELAWARE—3.			
Richard Gilbody.....	Ordinary seaman.....	4 00	48
James Full.....	Sergeant marines.....	5 00	60
William Wicks.....	Ordinary seaman.....	4 00	48
MARYLAND—45.			
Alexander Ardrey.....	Seaman.....	6 00	72
James Allcorn.....	Sailingmaster.....	30 00	360
James Brown.....	Seaman.....	8 00	96
Andrew Beard.....	do.....	6 00	72
John Burdeen.....	do.....	6 00	72
Edward Burke (black).....	do.....	4 00	48
Thomas Burr.....	Ordinary seaman.....	6 00	72
William Carter.....	Master's mate.....	8 00	96
John Cole.....	Quartermaster.....	9 00	108
Enos R. Childs.....	Sailingmaster.....	9 00	108
John Diragan.....	Seaman.....	5 00	60
Matthias Douglass.....	Ordinary seaman.....	10 00	120
John Denney.....	Seaman.....	6 00	72
Francis Elliot.....	do.....	6 00	72
Daniel Fuller.....	Ordinary seaman.....	7 00	84
Cornelius Garrison.....	Seaman.....	6 00	72
William Gillen.....	do.....	6 00	72
Peter Goshelle.....	do.....	10 00	120
John Gregory.....	Boy.....	4 00	48
George Gallagher.....	Ordinary seaman.....	5 00	60
William Goodshall.....	Seaman.....	6 00	72
John Henry.....	Ordinary seaman.....	6 00	72
Isaac T. Heartie.....	Sailingmaster.....	20 00	240
Nicholas Ingerbretson.....	Seaman.....	6 00	72
Edward Muncey.....	Sergeant marines.....	4 50	54
Francis Mason.....	Quartermaster.....	9 00	108
Antonio Maria.....	Seaman.....	6 00	72
Hamlet Moore.....	Ordinary seaman.....	5 00	60
John McMasters.....	Marine.....	3 00	36
Isaac Nicholson.....	Cook.....	9 00	108
John Patterson.....	Seaman.....	10 00	120
Charles Pasture.....	Ordinary seaman.....	5 00	60
Neal Patterson.....	Seaman.....	8 00	96
John Randall.....	Marine.....	3 00	36
Thomas Smith.....	Boatswain.....	10 00	120
William Stockdale.....	Marine.....	6 00	72
James Stewart.....	Seaman.....	6 00	72
Horatio Slater.....	Boy.....	4 00	48
Hamilton Sellers.....	Ordinary seaman.....	7 00	84
Francis Trepanny.....	Seaman.....	6 00	72
Peter Thompson.....	do.....	6 00	72

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Benjamin Underwood.....	Ordinary seaman.....	\$5 00	\$60
James Wells.....	Seaman.....	9 00	108
David Wilson (black).....	do.....	6 00	72
Peter Young.....	Quartermaster.....	6 00	72
DISTRICT OF COLUMBIA—19.			
William Baker.....	Ordinary seaman.....	6 00	72
John Butler (black).....	Seaman.....	5 00	60
John Brumley.....	do.....	6 00	72
Amasa Conner, <i>alias</i> Corner.....	do.....	6 00	72
Michael Conner.....	Marine.....	3 00	36
Andrew Chambers.....	do.....	5 00	60
Jerry Gardner (black).....	Ordinary seaman.....	5 00	60
Simeon Hillman.....	do.....	4 00	48
John Hawkins.....	Marine.....	3 00	36
Benjamin Hendricks.....	Cook.....	6 00	72
William McMullen.....	Marine.....	3 00	36
John Read.....	do.....	3 00	36
Burwell S. Randolph.....	Midshipman.....	6 00	72
Richard S. Suter.....	do.....	5 00	60
John Shanamen.....	Seaman.....	6 00	72
William Staunton.....	Quartermaster.....	9 00	108
John Shinney.....	Marine.....	3 00	36
George Williams.....	Seaman.....	9 00	108
Charles Young.....	Marine.....	3 00	36
VIRGINIA—17.			
Obadiah Brown.....	Seaman.....	5 00	60
Lawrence Bishee.....	Quartermaster.....	4 00	48
Jotham Briggs.....	Seaman.....	12 00	144
John Brown.....	Ordinary seaman.....	6 00	72
Lawrence Barsayline.....	Seaman.....	5 00	60
John Bruce.....	Quartermaster.....	9 00	108
James Corning.....	Seaman.....	6 00	72
Silas Durham.....	do.....	6 00	72
Thomas Engles.....	Boy.....	4 00	48
William Howell.....	Ordinary seaman.....	5 00	60
Anson Harvey.....	do.....	5 00	60
Francis Havie.....	Master-at-arms.....	6 00	72
James Jeffers.....	Ordinary seaman.....	6 00	72
Obadiah Johnson.....	Seaman.....	5 00	60
James H. Lansford.....	do.....	4 00	48
John Miller.....	do.....	9 00	108
Joseph Ward.....	do.....	6 00	72
NORTH CAROLINA—2.			
Thomas Owings.....	Quartermaster.....	8 00	96
John Thompson.....	Seaman.....	6 00	72
SOUTH CAROLINA—4.			
John J. Hardy.....	Seaman.....	6 00	72
Peter J. R. Staunton.....	Carpenter's yeoman.....	6 00	72
Charles Shuter.....	Boatswain's mate.....	6 00	72
William Thompson.....	Seaman.....	7 00	84
GEORGIA—1.			
James Dennis.....	Marine.....	3 00	36
OHIO—1.			
John Meigs.....	Seaman.....	10 00	120
LOUISIANA—3.			
Robert Spedden.....	Lieutenant.....	20 00	240
William Whitney.....	Seaman.....	8 00	96
William Wagner.....	Quartermaster.....	9 00	108

Recapitulation.	
Number of pensioners in Maine.....	2
Number of pensioners in New Hampshire.....	7
Number of pensioners in Massachusetts.....	72
Number of pensioners in Rhode Island.....	7
Number of pensioners in Connecticut.....	6
Number of pensioners in New York.....	136
Number of pensioners in New Jersey.....	4
Number of pensioners in Pennsylvania.....	71
Number of pensioners in Delaware.....	3
Number of pensioners in Maryland.....	45
Number of pensioners in District of Columbia.....	19
Number of pensioners in Virginia.....	17
Number of pensioners in North Carolina.....	2
Number of pensioners in South Carolina.....	4
Number of pensioners in Georgia.....	1
Number of pensioners in Ohio.....	1
Number of pensioners in Louisiana.....	3
	400

List of widow and orphan pensioners on the 1st January, 1828.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
MAINE—2.			
Susannah Critehet.....	Seaman.....	\$6 00	\$72
Elizabeth Martin.....	Boatswain.....	10 00	120
NEW HAMPSHIRE—4.			
Mercy G. Christopher's child.....	Seaman.....	6 00	72
Abigail C. Fernald.....	do.....	6 00	72
Lucy Flagg.....	Gunner.....	10 00	120
Lucy Perkins' children.....	Ordinary seaman.....	5 00	60
MASSACHUSETTS—37.			
Sally Annis.....	Seaman.....	6 00	72
Sarah Atkins.....	do.....	6 00	72
Hannah Adams.....	do.....	6 00	72
Sally Bates.....	do.....	6 00	72
Hannah S. Barrett.....	Quartermaster.....	9 00	108
Mary P. Bartlett's son.....	Boatswain's mate.....	9 00	108
Sarah Brimblecomb's children.....	Seaman.....	6 00	72
Abigail Cowell.....	Sailingmaster.....	20 00	240
Mary Cheerer, for loss two sons.....	Seaman.....	6 25	75
Harriet Carter.....	Lieutenant.....	20 00	240
Rebecca Day.....	Marine.....	3 00	36
Mary Ford.....	Carpenter's mate.....	9 00	108
Martha Flanders.....	Quartermaster.....	9 00	108
Sally Harvey.....	Seaman.....	6 00	72
Hannah Hazen.....	do.....	6 00	72
Mary Hackleton.....	do.....	6 00	72
Abigail Jones.....	Cook.....	9 00	108
Nancy Lancy.....	Ordinary seaman.....	5 00	60
Hannah Lowther's heirs.....	Seaman.....	6 00	72
Ann G. McCulloh.....	Sailingmaster.....	20 00	240
Elizabeth Manly.....	Quartermaster.....	9 00	108
Jane Moulton.....	Seaman.....	6 00	72
Ann Martin.....	Quartermaster.....	9 00	108
Judetha Mullen's children.....	do.....	9 00	108
Elizabeth McKim.....	Sergeant marines.....	5 00	60
Elizabeth S. Nickerson.....	Seaman.....	6 00	72
Nabby Phippen.....	Coxswain.....	9 00	108
Elizabeth Parker.....	Master commandant.....	30 00	360
Charlotte Passenger.....	Seaman.....	6 00	72
Nancy Patch.....	do.....	6 00	72
Nancy Riggs.....	do.....	6 00	72
Nancy Simmons.....	do.....	6 00	72
Mary Stone.....	do.....	6 00	72
Mary Trainer.....	Marine.....	3 00	36
Hannah Webb.....	Seaman.....	6 00	72
Margaret Wyer.....	Sailmaker.....	10 00	120
Abigail Young.....	Seaman.....	6 00	72

A.—List of naval pensioners—Continued.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
CONNECTICUT—2.			
Nancy Brice.....	Seaman.....	\$6 00	\$72
Elizabeth Jocelyn.....	Carpenter's mate.....	9 50	114
NEW YORK—36.			
Mary Allen, <i>alias</i> Gordman.....	Seaman.....	6 00	72
Betsey Blossom.....	Carpenter's mate.....	9 50	114
Eliza Baldwin.....	Captain's clerk.....	12 50	150
Belinda Bowie.....	Sailingmaster.....	20 00	240
Susannah Brum.....	do.....	20 00	240
Catharine Badger.....	Gunner's mate.....	9 50	114
Sarah Carr.....	Sailingmaster.....	20 00	240
Margaret Cummings.....	Seaman.....	6 00	72
Dorothy Cooper.....	do.....	6 00	72
Elizabeth Cunningham.....	Gunner.....	10 00	120
Mary Davis.....	Quartermaster.....	9 00	108
Ellen Dix.....	Surgeon.....	25 00	300
Penelope Denny (changed to Ohio).....	Quartermaster.....	9 00	108
Catharine Fury.....	Steward.....	9 00	108
Mary Griffin.....	Surgeon.....	25 00	300
Phoebe Hammersley.....	Lieutenant.....	20 00	240
Susannah Longill.....	Boatswain.....	10 00	120
Julia M. Lawrence.....	Captain.....	50 00	600
Mary Lewis.....	Marine.....	3 00	36
Susannah L. Osgood.....	Sailingmaster.....	20 00	240
Mary Ann Marshall.....	Gunner.....	10 00	120
Mary Oleutt.....	Steward.....	9 00	108
Margaret Nevarro.....	Sailmaker.....	10 00	120
Sarah Place's children.....	Ordinary seaman.....	5 00	60
Margaret Purcells.....	Sailmaker.....	10 00	120
Catharine Rasmussen.....	Pilot.....	20 00	240
Phoebe Reynolds.....	Boatswain.....	10 00	120
Sarah Sisson's daughter.....	Sailingmaster.....	20 00	240
Sarah Smith.....	Boatswain's mate.....	9 50	114
Elizabeth Shubrick.....	Lieutenant.....	20 00	240
Eleanor Smart.....	Seaman.....	6 00	72
Mary Ann Springer.....	Lieutenant.....	20 00	240
Mary Smith.....	Ordinary seaman.....	5 00	60
Sarah Town.....	Marine.....	3 00	36
Charlotte Wares.....	Commander in flotilla.....	20 00	240
Marvel Wilcox.....	Carpenter's mate.....	9 50	114
PENNSYLVANIA—20.			
Margaret Arundel.....	Sailingmaster.....	20 00	240
Hannah Archbold.....	Ordinary seaman.....	5 00	60
Mary Archbold.....	do.....	5 00	60
Ann Brown's child.....	Seaman.....	6 00	72
Jane A. Blakely's daughter.....	Captain.....	50 00	600
Nancy Carlisle's children.....	Marine.....	3 00	36
Mary Ann Hill.....	Quartermaster.....	9 00	108
Sarah Hill's children.....	Ordinary seaman.....	5 00	60
Diana Hardy.....	do.....	5 00	60
Mary Hadding.....	Quartermaster.....	9 00	108
Maria T. Johnson.....	Carpenter's mate.....	9 50	114
Jane Logne's children.....	Marine.....	3 00	36
Sarah Matthews.....	Quartermaster.....	9 00	108
Eleanor Monroe's child.....	Seaman.....	6 00	72
Anne Midlen.....	Master's mate.....	10 00	120
Martha Rose.....	Seaman.....	6 00	72
Margaret Rankin's child.....	Ordinary seaman.....	5 00	60
Elizabeth Tronys.....	Marine.....	3 00	36
Lydia Van Horn.....	do.....	3 00	36
Mary Wine's child.....	Seaman.....	6 00	72
MARYLAND—11.			
Harriet Barney.....	Captain.....	50 00	600
Lavina M. Edgar.....	Surgeon.....	25 00	300
Ruth Gilbert.....	Seaman.....	6 00	72

A.—List of naval pensioners—Continued.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
Sophia Gardner.....	Master commandant.....	\$30 00	\$360
Elizabeth Grayson.....	Captain marines.....	20 00	240
Sarah Hopkins.....	Seaman.....	6 00	72
Elizabeth Marshall.....	Quartergunner.....	9 00	108
Elizabeth Trupnell.....	Marine.....	3 00	36
Susannah Wedge.....	.....	9 00	108
Margaret Warner.....	Sailingmaster.....	20 00	240
Mary Van Blake.....	Gunner.....	10 00	120
DISTRICT OF COLUMBIA—13.			
Ellen Beeve's child.....	Boatswain.....	10 00	120
Eliza Cassin.....	Purser.....	20 00	240
Sophia A. Gunnelle.....	Sailingmaster.....	20 00	240
Susan Hook's daughter.....	Corporal marines.....	4 00	48
Eliza Hall.....	Sailingmaster.....	20 00	240
Susan Haraden.....	Master commandant.....	30 00	360
Mary E. Martin.....	Ordinary seaman.....	5 00	60
Eliza Maury.....	Lieutenant.....	20 00	240
Charity Nicholson.....	Carpenter.....	10 00	120
Eliza L. Pearce.....	Lieutenant.....	20 00	240
Eleanor J. Snow.....	Seaman.....	6 00	72
Isabella J. Searcy.....	Lieutenant.....	20 00	240
Eliza Tarbell.....	Captain.....	50 00	600
VIRGINIA—5.			
Eliza W. Cocks.....	Lieutenant.....	20 00	240
Ann Hardin.....	Seaman.....	6 00	72
Frances M. Lewis.....	Master commandant.....	30 00	360
Mary Neal.....	Lieutenant.....	20 00	240
Harriet H. Sanders.....	do.....	20 00	240
NORTH CAROLINA—1.			
Ann D. Collins' heirs.....	Carpenter's mate.....	9 00	108
SOUTH CAROLINA—1.			
Mary R. Hatch.....	Pilot.....	20 00	240
KENTUCKY—1.			
Charlotte A. Holcombe's child.....	Seaman.....	6 00	72
GEORGIA—1.			
Harriet Ann Elbert.....	Lieutenant.....	20 00	240

Recapitulation.—Widow and orphan pensioners in the State of—

Maine.....	2
Massachusetts.....	37
New Hampshire.....	4
Connecticut.....	2
New York.....	36
Pennsylvania.....	20
Maryland.....	11
District of Columbia.....	13
Virginia.....	5
North Carolina.....	1
South Carolina.....	1
Georgia.....	1
Kentucky.....	1

B.

Abstract of warrants drawn by the Secretary of the Navy on the Treasurer of the United States, on account of the navy pension fund, from the 1st January to the 31st December, 1827.

Date.	No.	In whose favor drawn.	Amount.
March	314	The president of the Branch Bank of the United States, Cincinnati, Ohio, to pay pensioners	\$234 00
April	315	Burwell S. Randolph, late midshipman, for his pension from 1st January, 1821, to 31st December, 1826	396 00
May	316	Benj. Homans, to purchase United States stocks	135,000 00
June	317	The president of the Cumberland Bank, at Portland, Maine, to pay pensioners	600 00
	318	The president of United States Branch Bank, Portsmouth, N. H., to pay pensioners	250 00
	319	The president of United States Branch Bank, Boston, to pay pensioners	3,000 00
	320	The president of United States Branch Bank, New York, to pay pensioners	3,500 00
	321	The president of United States Branch Bank, Philadelphia, to pay pensioners	2,000 00
	322	The president of United States Branch Bank, Baltimore, to pay pensioners	2,000 00
	323	The president Branch Farmers' Bank, of Delaware, New Castle	50 00
	324	The president of United States Branch Bank, Hartford, Conn., to pay pensioners	500 00
	325	The president of United States Branch Bank, Providence, R. I., to pay pensioners	200 00
	326	The president of United States Branch Bank, Cincinnati, Ohio, to pay pensioners	250 00
	327	The president of United States Branch Bank, Norfolk, Va., to pay pensioners	700 00
	328	The president of United States Branch Bank, New Orleans, La., to pay pensioners	250 00
	329	The president of United States Branch Bank, Savannah, Georgia, to pay pensioners	120 00
	330	The president of United States Branch Bank, Charleston, S. C., to pay pensioners	100 00
	331	George Macdaniel, agent, District of Columbia	2,200 00
	332	Thomas Tudor Tucker, for purchase of stock	7,000 00
December . .	333	The president of United States Branch Bank, New York, to pay pensioners	9,000 00
	334	The president of United States Branch Bank, Boston, to pay pensioners	3,000 00
	335	The president of United States Branch Bank, Philadelphia, to pay pensioners	2,000 00
	336	The president of United States Branch Bank, Baltimore, to pay pensioners	2,200 00
	337	The president of United States Branch Bank, Norfolk, to pay pensioners	600 00
	338	The president of Cumberland Bank, Portland, Me., to pay pensioners	600 00
	339	The president of United States Branch Bank, Portsmouth, N. H., to pay pensioners	200 00
	340	The president of United States Branch Bank, Hartford, Conn., to pay pensioners	500 00
	341	The president of United States Branch Bank, Providence, R. I., to pay pensioners	100 00
	342	The president of United States Branch Bank, Savannah, Georgia, to pay pensioners	120 00
	343	The president of United States Branch Bank, Charleston, S. C., to pay pensioners	200 00
	344	The president Farmers' Bank, New Castle, Del., to pay pensioners	50 00
	345	George Macdaniel, agent, District of Columbia	2,075 00
	346	Thomas Tudor Tucker, for the purchase of stock	5,500 00
			\$184,495 00

C.

Statement of bank stocks belonging to the navy pension fund.

	Nominal am't.	Amount of cost.
Eight hundred and ninety shares Columbian Bank stock	\$89,000 00	\$95,902 60
Ninety shares Columbian Bank stock.....	3,600 00	3,600 00
Seven hundred shares Washington Bank stock	14,000 00	14,260 00
Six hundred shares Union Bank stock.....	15,000 00	15,340 50
	\$121,600 00	\$129,103 10

The amount of the United States stocks paid off since the last report has been reinvested in United States stock for this fund, as will be seen by the register's report herewith.

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 1, 1828.*

D.

The commissioners of the navy pension fund, in account with Thomas Tudor Tucker, treasurer thereof.

Dr.

To warrants paid, viz:

January 1, 1827.

No. 314. President of the U. S. Branch Bank, Cincinnati, Ohio.....	\$134 00
No. 315. Burwell S. Randolph	396 00
No. 316. Benjamin Homans	135,000 00
No. 317. President of the Cumberland Bank, Portland, Maine.....	600 00
No. 318. President of the U. S. Branch Bank, Portsmouth, N. H.....	250 00
No. 319. President of the U. S. Branch Bank, Boston	3,000 00
No. 320. President of the U. S. Branch Bank, New York	3,500 00
No. 321. President of the U. S. Branch Bank, Philadelphia	2,000 00
No. 322. President of the Farmers' Bank of Delaware, New Castle	50 00
No. 323. President of the Bank United States, Baltimore	2,000 00
No. 324. President of the U. S. Branch Bank, Hartford	500 00
No. 325. President of the U. S. Branch Bank, Providence	200 00
No. 326. President of the U. S. Branch Bank, Cincinnati	250 00
No. 327. President of the U. S. Branch Bank, Norfolk	700 00
No. 328. President of the U. S. Branch Bank, New Orleans	250 00
No. 329. President of the U. S. Branch Bank, Savannah	120 00
No. 330. President of the U. S. Branch Bank, Charleston.....	100 00
No. 331. George Macdaniel, agent, &c.....	2,200 00
No. 332. T. T. Tucker, agent for privateer pension fund.....	7,000 00
No. 333. President of the U. S. Branch Bank, Boston.....	3,000 00
No. 334. President of the U. S. Branch Bank, New York.....	9,000 00
No. 335. President of the U. S. Branch Bank, Philadelphia	2,000 00
No. 336. President of the U. S. Branch Bank, Baltimore	2,200 00
No. 337. President of the U. S. Branch Bank, Norfolk	600 00
No. 338. President of the Cumberland Bank, Portland	600 00
No. 339. President of the U. S. Branch Bank, Portsmouth	200 00
No. 340. President of the U. S. Branch Bank, Hartford.....	500 00
No. 341. President of the U. S. Branch Bank, Providence.....	100 00
No. 342. President of the U. S. Branch Bank, Savannah	120 00
No. 343. President of the U. S. Branch Bank, Charleston.....	200 00
No. 344. President of the Farmers' Bank of Delaware, New Castle.....	50 00
No. 345. George Macdaniel, agent, &c.....	2,075 00
No. 346. T. T. Tucker, agent for privateer pension fund	5,500 00
Balance	15,253 21

Total.....\$199,748 21

Cr.

1827.

January	1. By balance of cash in my hands, this day.....	\$24 13
March	22. By Treasury warrant in my favor, No. 264.....	2,202 50
March	24. By Treasury warrant in my favor, No. 267.....	10,624 95
May	9. By commissioners of the navy pension fund	134,235 02
June	21. By Treasury warrant, No. 296, in my favor	10,624 95
July	31. By commissioners of the navy pension fund	18,400 00
September	27. By Treasury warrant, No. 277, in my favor	11,818 33
December	26. By Treasury warrant, No. 10,045, in my favor	11,818 33

Total.....\$199,748 21

E.

Statement of the stocks on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury and the Secretary of War, for the time being commissioners of the navy pension fund, with the interest which accrued during the year 1827.

Stocks.	Principal.	Commencement of interest	Interest for the year 1817.	Unredeemed am't of principal Jan., 1828.
Three per cent. stock	\$30,895 93	January 1, 1827..	\$926 88	\$50,895 93
Three per cent. stock	20,000 00	July 1, 1827..	300 00	
Six per cent. stock of 1814, \$10,000,000	279,674 72	January 1, 1827..	16,778 08	281,384 72
Six per cent. stock of 1814, \$10,000,000	1,750 00	July 1, 1827..	52 50	
Six per cent. stock of 1814, \$6,000,000	238,533 16	January 1, 1827..	14,311 99	245,263 92
Six per cent. stock of 1814, \$6,000,000	6,730 76	July 1, 1827..	201 91	
Six per cent. stock of 1814	350 43	July 1, 1827..	10 50	350 43
Six per cent. stock of 1815	43,814 41	January 1, 1827..	2,628 88	46,020 92
Six per cent. stock of 1815	2,206 51	July 1, 1827..	66 18	
Five per cent. stock of 1820	19,444 44	July 1, 1827..	486 10	19,444 44
Five per cent. stock of 1821	15,000 00	July 1, 1827..	375 00	15,000 00
Funded four and a half per cent. stock of 1824	150,000 00	January 1, 1827..	6,750 00	188,708 04
Funded four and a half per cent. stock of 1824	38,708 04	July 1, 1827..	870 92	
Exchanged four and a half per cent. stock of 1824	29,946 74	July 1, 1827..	673 80	29,946 74
Exchanged four and a half per cent. stock of 1825	4,637 00	July 1, 1827..	104 32	4,637 00
Six per cent. stock of 1813	*18,400 00	January 1, 1827..	552 00	
	\$900,052 14		\$45,089 06	\$881,652 14

Unredeemed amount of principal on the 1st of December, 1826 \$888,301 71
Add stock purchased since:

Three per cent. stock	\$20,000 00	
Six per cent. stock of 1814, \$10,000,000	1,750 00	
Six per cent. stock of 1814, \$6,000,000		13,942 29
Six per cent. stock of 1814	350 43	
Six per cent. stock of 1815	2,206 51	
Five per cent. stock of 1820	19,444 44	
Five per cent. stock of 1821	15,000 00	
Funded four and a half per cent. stock of 1824	38,708 04	
Exchanged four and a half per cent. stock of 1824	29,946 74	
Exchanged four and a half per cent. stock of 1825	5,637 00	
		145,985 45
		\$1,034,287 16

Deduct stock redeemed:

Six per cent. stock of 1813, \$16,000,000 loan	\$18,400 00	
Six per cent. stock of 1813, \$7,500,000 loan	134,235 02	
		152,635 02

Unredeemed principal, 31st December, 1827, as above \$881,652 14

JOSEPH NOURSE, *Register.*

TREASURY DEPARTMENT, *Register's Office, February 20, 1828.*

* Paid off on the 1st July, 1827.

20TH CONGRESS.]

No. 331.

[1ST SESSION.]

ON THE EXPEDIENCY OF SENDING TWO ADDITIONAL SLOOP-OF-WAR TO THE MEDITERRANEAN SEA, FOR THE SUPPRESSION OF PIRACY BY THE GREEKS.

COMMUNICATED TO THE SENATE MARCH 17, 1828.

SENATE CHAMBER, *March 11, 1828.*

SIR: The Committee of Finance have again had under consideration the subject of appropriations for an addition to the naval force in the Mediterranean. They understood from you that none of the smaller sized vessels-of-war were disposable; and the report of the Commissioners of the Naval Board states that it would require two sloops, in addition, to ensure constant convoy from Malta to Smyrna and other ports, and on their return. That force would create an annual expense for stores and incidental expenses of \$——. The committee did not offer an appropriation in the annual bill, as well because they had not come to any definite conclusion, as that it might have tended to a delay of that bill. They wish, before they finally decide, to know from you whether, under all the circumstances, additional force is *indispensable*. They are informed by you that the whole force for the Mediterranean is one ship of the line, one frigate, and three smaller vessels. They submit whether, with officers of such known activity, those three, and occasionally the frigate, could not give ample convoy for such a short distance, provided the three were employed in that service, and that only. They also submit whether an understanding could not be had with the British admiral on that station, for the employment of two British vessels to grant mutual convoy; you will perceive that the committee wish to avoid any additional expenditure unless indispensably necessary. Your early answer will oblige

Your obedient servant,

S. SMITH.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*NAVY DEPARTMENT, *March 17, 1828.*

SIR: I have had the honor to receive your letter of the 11th instant, on the subject of applying for an addition to the naval force in the Mediterranean.

Since my last note to you, on the 11th instant, I have received public and private letters, from which I enclose short extracts. You will perceive that they relate to the existing state of piracy there, and contain some speculations as to the future. There is, unquestionably, at this time, much danger to our commerce from piratical depredations. The continuance of the danger will depend very much on the course of the allied squadrons, and the diligence and energy of our own vessels. The situation of the Greeks, both on the continent and the islands, is such as to drive many of them to piracy, and to tempt the unprincipled of other nations to seek and use their flag to cover their depredations. Nothing but the presence of a force which they dread can intimidate and control them.

I have no peculiar means of judging of the future purposes of the allied squadrons. I *infer*, however, from the best information which I can procure, that their efforts will not be such as effectually to repress the evil. Our own officers will do all that their power can properly accomplish. Full reliance is placed on their zeal and activity; and renewed instructions on the subject have been given. But the number of our vessels is too small to watch the numerous positions where pirates may resort, and from which they may issue to carry on their work. I do not, therefore, believe that there can be entire safety to our merchant vessels, except by means of convoy. For convoy, the number of our vessels is so small, that the delay in waiting for them, and the danger to be met in reaching their place of rendezvous and departure, would injuriously affect our commercial operations. To entire security from interruption, therefore, an addition is "indispensable."

An understanding for mutual convoy, such as that suggested in your letter, has, in some instances, existed; and, if it be desired, can again be attempted. It will, for many months, however, be unknown and uncertain whether it can be effected; and, in the meantime, uncertainty and anxiety will prevail, and serious losses may be encountered by our merchants. I do not doubt, upon the whole, that it would be a wise and beneficent provision which would enable the Department to send two additional sloops as soon as they could be prepared.

I am, very respectfully, &c.,

SAM'L L. SOUTHARD.

HON. SAM'L SMITH, *Chairman of Committee on Finance, Senate of United States.*

Extract of a letter from Captain D. T. Patterson, commander of the U. S. ship Constitution, to Commodore W. M. Crane, dated—

SMYRNA, *September 27, 1827.*

Herewith I do myself the honor to enclose copy of a letter from Captain Booth, received on the 23d inst., who will, I hope, succeed in recovering the cargo of the Cherub, which vessel, with the brig Rob Roy, of Boston, arrived here on the 23d inst., under convoy of the Porpoise, which vessel I had sent to Milo to look for American vessels, believing from the information received that there would be some there awaiting a convoy, the Lexington having been detained by weather at Tenedos.

The Mystic, mentioned by Captain Booth, foundered while in tow of the Porpoise.

On the 24th, with a fresh northeast wind, the Warren sailed, having under convoy five American brigs; and as I had learnt that suspicious looking vessels had been seen cruising out of sight of land, west

of Mattapan and Cerigo, I directed Captain Kearney to run his convoy one to two hundred miles westward, and not to leave them in a calm or very light airs. As the wind has continued fresh from northeast, he is, no doubt, beyond the Arches. Another convoy of the same number of American vessels, being all now in this port, will sail about the 5th of next month under convoy of the Porpoise, or the Lexington should she arrive; Captain Kearney being directed to relieve Captain Booth after discharging his convoy.

Should the cargo of the Cherub not be restored, I shall feel somewhat at a loss what course to adopt.

No impression can be made upon Carabusa by the force I have, except by blockade, and that cannot be rendered effectual from the situation of the place; I shall therefore be much tempted to make reprisals.

Extract of a letter from Commodore W. M. Crane, commanding U. S. naval forces in the Mediterranean, to the Secretary of the Navy, dated—

PORT MAHON, December 5, 1827.

I forward copies of communications made to me by Captain Patterson and Lieutenant Cooper, by which it appears that piracy has not lessened in the Archipelago. The officers and crew of the Porpoise have been successful in destroying a number of pirates who had captured one of Lieutenant Cooper's convoy. The severe chastisement they received may render them more cautious for the future. Several of our merchantmen have been robbed, notwithstanding all the vessels of the squadron (except the Java) were left for their protection; and there are numerous cruisers belonging to other nations.

The islands of the Archipelago afford secure retreats and shelter to the pirates, and in calms they make use of fast rowing boats. It is to be hoped that the victory of the allies at Navarino will secure the emancipation of Greece, and induce the people to resort to honest courses.

Extract of a letter from Lieut. Benj. Cooper, commanding U. S. schooner Porpoise, to Commodore Crane, dated—

MAHON, November 19, 1827.

I have also to inform you that on my way down from Smyrna with a convoy, one of them, an English brig, was attacked in the Doro passage, on the night of the 15th October, in a calm, by 200 Greeks. They fired several rounds of musketry into her, when, seeing it, I immediately hoisted out our boats, manned them with 40 men. Lieutenants Goldsborough, Carr and Manning, and Midshipman Wilson, had each a boat. Owing to the darkness of the night, and the noise made by the pirates in towing the brig towards Andros, they did not discover our boats until they got within half pistol shot, when our men gave three cheers and fired into the caiques. They immediately cast off, and two pulled for Negropont and one for Andros. Three of our boats gave chase to the latter and continued firing into her for three-quarters of an hour, within pistol shot. Lieutenant Carr, with one midshipman and four men, finding he could not keep up, returned to the brig and there found forty pirates. They had jumped overboard when our men cheered, in hopes of reaching their boats, but not succeeding, they then attempted to regain possession of the brig. Nearly all these men were put to death by this boat. The affair was conducted by Lieutenant Goldsborough with great judgment, and the officers and men acted with great spirit on the occasion. Notwithstanding the return fire from the Greeks, I am happy to say none of our men were injured. An Englishman was wounded by the Greeks after they boarded, and two days afterwards died on this vessel.

Three American brigs parted convoy off Scio, and one was robbed of a large part of her cargo; another was abandoned by her captain and crew before a Greek got on board; the third escaped.

Copy of a letter from Master Commandant B. W. Booth to Captain D. T. Patterson, dated—

MILO, September 19, 1827.

SIR: On my arrival here, I fell in with the American brig Cherub, that was captured some few days previous by a piratical vessel between Cerigo and Candia, and carried to the latter place, where the whole of the cargo was taken out by boats employed for that purpose, and landed. In consequence of this circumstance, I have been extremely anxious to proceed without delay off Candia, with the hope of yet recovering some part of the cargo, and of being able to destroy the pirate, as he is said to make that place his rendezvous. I have now to report to you that after having communicated with Lieutenant Commandant Cooper, whom I fell in with off this harbor on my way down, and understanding from him that he had been directed to take under convoy for Smyrna any American vessels bound there, I left the Cherub with directions to wait his return from Napoli de Romania. Meeting, however, with head winds and every appearance of thick weather, I determined to run in again and anchor. I have to congratulate myself that I did so, for the next morning I was informed that there was a suspicious-looking boat in the harbor, offering sugar, coffee, and other articles for sale. I immediately ordered her to be boarded and overhauled, and found, as you will perceive by the enclosed papers, that the principal part of the cargo consisted of the identical goods which had been taken from the Cherub. That claimed to be American, together with as many of the crew as we were enabled to apprehend, I have taken on board this ship. The vessel, with the articles not claimed to be American property, with the exception of the arms and ammunition I found on board, I send with the Cherub to await your disposal.

Extract of a letter from Master Commandant Benj. W. Booth, commanding the U. S. ship Lexington, to the Honorable Secretary of the Navy, dated—

SMYRNA, December 11, 1827.

The frigate Constitution, Captain Patterson, sailed on the 17th ultimo for Port Mahon, where he expected to join the commodore, leaving me orders to remain in the Levant, with this ship and the Warren, for the protection of our commerce during the winter, which duty we have been previously engaged in for several months past, and notwithstanding the greatest vigilance, I regret to say, owing to the increased number of pirates, many vessels have been robbed of valuable cargoes.

Extract from the official report of the cruise of the United States ship Warren, under command of Master Commandant Lawrence Kearney.

September 25. Sailed with a convoy of American vessels from Smyrna, which we separated from on the 28th, two hundred miles westward of Cerigo.

October 4. Off Carabusa captured a piratical boat with fourteen men and one boy. Same day captured a brig under the Greek flag, pierced for sixteen guns, bound into Carabusa.

From October 4 to 24. Cruising from Cape Matapan to Carabusa, touching at Milo for convoy occasionally.

October 25. Off Milo; heard of the robbery of American brigs Rob Roy and Cherub. Same day chased a piratical ten-gun brig belonging to Carabusa and sunk her at the Island of Argenteire, crew making their escape into the mountains. Cut away her masts, and stripping them of sails and rigging left her under water.

October 28. At Syra found the Cherub and took possession of her. That evening the U. S. ship Lexington, under the command of Lieutenant Breese, arrived, (Captain Booth being sick in Smyrna;) assumed the duties pointed out in the instructions of Captain Patterson, addressed to Captain Booth, and shown me by Lieutenant Breese; proceeded to Miconi, leaving the Cherub in possession of the Lexington. On the 29th, between Tino and Miconi, fell in with the Austrian brig Silence, robbed of everything; towed her into Syra and left her in charge of the Lexington.

October 30 and 31. Cruising round Miconi captured a large tratta (a piratical boat), capable of rowing forty oars.

November 1. Came to in the harbor of Miconi, and on this and the succeeding day recovered some sails and property taken from the Cherub, and two cases of opium taken from the Rob Roy, also the sails and rigging of the brig Silence, before mentioned. Four men were brought off by the inhabitants and one taken by us in the mountains, accused of piracy. Took possession of a boat belonging to the pirates living in this town, which we afterwards burnt.

November 7. Returned to Syra, and restored the plunder belonging to the Cherub, and the sails and rigging of the Austrian brig Silence. The Lexington and Cherub sailed for Smyrna. Same evening got under way, and sent the boats under Lieut. Hudson round Andros.

November 9. Boats returned, bringing off one piratical boat, and having burnt another in a small bay near the south end of Andros.

Until November 14. Cruising round Jura and Andros; the people of Andros sent off a boat, said to belong to pirates; found on board of her a twelve-pound carronade, and tools with "B. Cherub" marked on the handles; this boat is one of those which robbed the Cherub.

November 18. Arrived at Milo, and on the 27th the American brig Sarah and Esther arrived from Boston.

November 30. Got under way with the Sarah and Esther, and six other vessels, for Smyrna.

December 6. Arrived at Smyrna.

Extract of a private letter, dated—

SMYRNA, December 12, 1827.

The system of piracy here is as well established as any other system or any other pursuit.

Piracy has "Egina," the present seat of the Greek government, for its fountain head. Here, under the authority of a personage who signs himself secretary, or clerk, a great number of commissions are issued to brigs, schooners, and small boats, or anything which presents the *price of the signature* into his hands. Since, however, the destruction of the Turkish fleet, the allied powers have ordered the commissions to be called in and canceled. It, therefore, must reasonably be expected that the great number of Greek sailors who will be thrown by this measure suddenly out of employ and deprived of that commission which has so long legalized their acts of piracy, will now assume the undisguised character of pirates in smaller vessels, in the boats which can with impunity commit depredations, as experience daily informs us.

Syra is one of the principal places of deposit for plunder—a great deal of which is sold openly in the market; from thence it goes to Egina, under the Greek, or Ionian flag; and some, under the latter, goes even to Smyrna, where I have traced the principal pirate agent of Andros.

Each of these Greek isles have a man or two of this kind, an agent, or consul as they sometimes are termed, who owns the pirate boats and disposes of the plunder, holding forth encouragement to the poor Greeks they employ.

How far this system will be carried, it is impossible to conjecture. Cruisers from Carabusa, a piratical place at the west end of Candia, have extended their trespasses to Sicily, and next summer I have no doubt the Greek pirate will be seen off the rock of Gibraltar, if success does not attend him before reaching that distant point.

20TH CONGRESS.]

No. 362.

[1ST SESSION.]

ON CLAIM OF THE OFFICERS AND CREW OF THE BRIG SYREN TO PRIZE MONEY ON ACCOUNT OF THE DESTRUCTION OF THE FRIGATE PHILADELPHIA, AT TRIPOLI, IN 1804.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 18, 1828.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom were referred the bill from the Senate, entitled "An act to compensate Susan Decatur, widow and representative of Captain Stephen Decatur, deceased, and others,"* and the memorials of Charles Stewart, Robert Thornton, F. C. De Kraft, and Michael Carrol, reported:

That they have examined the subject, and the several memorials and proofs in support of the claim they assert to a participation in the bounty of the government, to be awarded for the destruction of the frigate Philadelphia, in the harbor of Tripoli, on the 16th day of February, 1804. The committee are of opinion that the officers and crew of the brig Syren, on that expedition, did everything that could be asked or expected of American seamen ardently devoted to the service of their country; but, from the nature of the service, and the time and manner in which the destruction of that frigate was effected, did not so participate in its destruction as to require that the said bill from the Senate should be so amended as to make the memorialists, as officers of the brig Syren, and her crew, participators in that bounty.

The committee, therefore, report that bill, without amendment, and recommend the following resolution:

Resolved, That the prayer of the said memorialists ought not to be granted.

To the honorable the Senate and House of Representatives of the United States of America:

The memorial of Charles Stewart, on behalf of the late officers and crew of the United States brig Syren, respectfully sheweth:

That he has seen, a few days since, for the first time, an act now depending before your honorable body, "for the relief of Susan Decatur and others," the object of which is to make compensation to the officers and crew of the "ketch Intrepid," for the capture and destruction of the frigate Philadelphia, in the harbor of Tripoli, in the month of February, 1804.

Your memorialist, in justice to the officers and crew of seamen and marines under his command on that occasion, on board the United States brig Syren, thinks it to be his duty to lay their claim before you, for a fair and usual participation in the fruits of that enterprise, in which they shared in the toils and dangers, in the stations and manner allotted to them, fully and faithfully, and aided in promoting and obtaining the success which crowned it. Your memorialist, for himself, and those under his command, disclaims every idea of depreciating the gallantry or success of the officers and crew of the "Intrepid," and particularly of their gallant commander, in this daring exploit, nor does he seek to diminish any reward their country may be disposed to confer on them; and he cannot believe that an attempt to obtain justice for others can be attributed to any such unworthy motive. The enterprise against the Tripolitan frigate, in the harbor of Tripoli, the object of which was to destroy her, was an undertaking under the direction of Commodore Preble, the commander-in-chief on that station. It was also in his discretion to order such a force on this service as he thought necessary for its accomplishment, and to assign such duties and stations to the force employed as to him seemed proper; but it is undeniable that every vessel thus employed and directed must be considered, in fact, as a part of the attacking force, whatever the particular part of the service assigned to it may have been, or whatever the station was, for the performance of that service, by the orders of the commander-in-chief. The command of that expedition was placed under the command of your memorialist (then commanding the brig Syren) by the commander-in-chief; and the "Syren" and "Intrepid" embarked together in that enterprise. For reasons, which may be explained, if necessary, the "ketch Intrepid," being rigged in a manner peculiar to the Mediterranean, was the more proper vessel to effect the surprise of the enemy, and the Syren took her part and station, according to the orders given; but, nevertheless, the "Intrepid" was but a part of the force employed and engaged in this service, and the Syren another part, both deemed essential to its success, by the commander-in-chief, and each acting in its assigned sphere and place. It must be admitted that a confidence given to the crew of the "Intrepid" by knowing that a support was at hand, should it be needed, must have contributed to the happy result; and there seems to be an important misunderstanding of the part taken by the officers and crew of the Syren in the affair, as will more fully appear if the facts and circumstances shall be inquired into. It seems not to be known that, although the Syren was herself anchored in the outer harbor, at the point of the rocks, her boats, the launch and cutter, were actually engaged in destroying the enemy, and keeping them off from the "Intrepid" and frigate Philadelphia, while the officers and men were on board, and preparing to fire the frigate, and in which service a number of the enemy were killed by those on board the Syren's boats. Your memorialist thinks he may confidently assert that, if the frigate Philadelphia, instead of being burnt, had been captured and brought out, there would not be a question that the officers and crew of the brig Syren would have been entitled to a share in the distribution of the prize money; and, as the present contemplated grant is a substitute for the prize money, which, in strictness, was lost by the destruction of the prize, he respectfully conceives the rights of the Syren are the same; that the principle of prize money has been adopted in this case by your honorable body, is manifested by the allotment of a part of the

* For documents relating to the claims of those who served on board of the ketch Intrepid and their representatives, see Nos. 281, 320, 333, and 345.

grant to Commodore Preble, which could be done on no other principle, and shows the grant is not confined to those who actually and personally boarded and burnt the frigate.

Your memorialist begs leave to state the reason why this application to your honorable body has not been made before, and why it is now brought forward. It will be recollected that the subject of the destruction of the frigate Philadelphia, and the reward proper to be bestowed by the government, on account thereof, was before Congress in November, 1804; a resolution was then passed, ordering a sword to be presented to Captain Decatur, and two months' pay to the officers and crew under his command; and your memorialist supposed that the whole subject was then disposed of, and everything done that Congress thought was just and expedient in relation thereto; and your memorialist had no intention or expectation to disturb what had been done. The subject, however, having been revived on the floor of Congress, and an appeal made to the justice of the country by the petition of Mrs. Susan Decatur, your memorialist believed this application would bring the whole subject into view, and that the same measure of justice would be given to all who had similar claims upon it; in which case, he supposed it could not be overlooked that the Syren was also engaged in the enterprise, and that the officers and crew were entitled to their proportion of the reward awarded to it. It was, therefore, with surprise that your memorialist discovered that the act now in its passage confines its benefits to the officers and crew of the "Intrepid," (with the exception of Commodore Preble, who was several hundred miles from the scene of action,) and that those on board the Syren are passed by, as if they had no concern or part in the exploit.

Your memorialist most respectfully prays that the act in question may be so amended as to include, in its benefits, the officers and crew of the Syren, in the just and usual proportions of distribution; and your memorialist, as in duty bound, will ever pray, &c., &c.

CHAS. STEWART.

To the honorable the Senate and House of Representatives of the United States in Congress, now in session:

The petition of Robert Thornton, of the city of Philadelphia, respectfully represents:

That your petitioner was a quartermaster with Lieutenant Stephen Decatur, in the recapture of the Philadelphia frigate, in 1804; and prays your honorable body to grant him an equal dividend of the \$100,000 proposed to be granted to Mrs. Decatur and the crew who volunteered and destroyed the Philadelphia, agreeably to the usual mode of sharing prize money, by the existing laws of the United States, or such equitable distribution as will leave the seamen seven-twentieths and the officers and petty officers the usual shares, according to rank. Your petitioner respectfully states that every man did his duty, and prays that, whatever sum Congress may grant, the dividend may be uniform to the *captors*, or their *heirs*, agreeably to the common practice of dividing prize money.

ROBERT THORNTON.

PHILADELPHIA, February 11, 1828.

To the honorable the House of Representatives of the United States:

The memorial of F. C. De Krafft, formerly a midshipman in the navy of the United States, respectfully represents:

That a bill has passed the Senate of the United States, and is now before your honorable body, to remunerate the officers and crew of the ketch Intrepid, for the capture and burning of the frigate Philadelphia, in the harbor of Tripoli, on the 17th February, 1804.

That your memorialist conceives, should the bill pass your honorable body in its present confined and limited shape, injustice will be done to himself and others, who, if not equally entitled to share the splendor of the achievement acquired by the officers of the Intrepid, are, nevertheless, equally entitled to a portion of the prize money, as recognized by the act of Congress of the United States, dated 22d April, 1800.

That the dispatches, too, which were sent by Commodore Preble to the Navy Department, detailing the brilliant affair of the destruction of the frigate Philadelphia, will, doubtless, prove that both the officers and crew of the brig Syren, (in which your memorialist was a midshipman,) and the officers and crew of the Intrepid, were detailed for the *special duty* which was performed with so much renown to our common country; that your memorialist, not having access to the records of the Department, cannot give date for the same, but would refer to Commodore Preble's letter to Lieut. Com. Decatur, dated Syracuse harbor, January 31, 1804, viz: "It is my orders that you proceed to Tripoli, in company with the Syren, Lieutenant Stewart, enter that harbor in the night, board the Philadelphia, burn her, and make good your retreat with the Intrepid, if possible, unless you can make her the means of destroying the enemy's vessels in the harbor, by converting her into a fire ship for that purpose, and retreating in your boats and those of the Syren. You must take fixed ammunition and apparatus for the frigate's eighteen-pounders; and if you can, without risking too much, you may endeavor to make them the instruments of destruction to the shipping and Bashaw's castle. You will provide all necessary combustibles for burning and destroying ships. The destruction of the Philadelphia is an object of great importance, and I rely with confidence on your intrepidity and enterprise to effect it. Lieutenant Stewart will support you with the boats of the Syren, and cover your retreat with that vessel." This extract demonstrably proves that Commodore Preble conceived it an enterprise in which both the Intrepid and Syren were engaged.

That your memorialist had the honor of serving in every attack made on the town of Tripoli in the month of August, 1804; that he is proud of this period of his life; and that he would be the last that would willingly endeavor to defeat the purposes of reward to the heirs of him who so gallantly and so heroically planned and executed this achievement. But a paramount duty is due to his brother officers, himself, and the crew of the brig Syren; and he should conceive himself wanting in common feeling,

whilst he believes them entitled to a portion of this donation from his country, and being here on the spot at the moment this donation is meting out, were he not to make the representation he has done.

F. C. DE KRAFFT.

FEBRUARY 11, 1828.

The following is an extract from the journal of F. C. De Krafft, taken from the log book of the United States brig Syren, while on board:

"On the 3d February, 1804, the brig Syren left the harbor of Syracuse, in company with the ketch Intrepid; at nine P. M. took the Intrepid in tow; at nine A. M. the hands were mustered, and the intention of the expedition, for the destruction of the frigate Philadelphia, was made known; the crew gave three cheers; we then proceeded on the expedition. February 4th, at eight P. M., cast off the Intrepid; at eight A. M. took the Intrepid in tow again. February 5th, at half-past ten P. M., cast off the Intrepid. February 6th, at one P. M., made signal for the Intrepid to heave to; at half-past six, bore away for the Intrepid; at eight, the Intrepid brought to; midnight, made signal for the ketch to wear; at four, made the same signal; at eleven, sent the boat on board the ketch; quarter-past eleven, the boat returned with Lieutenant Decatur. February 8th, at two P. M., sent Lieutenant Decatur on board the ketch; half-past two, proportioned our sails, in order to keep five miles astern of the ketch; at five, made the town of Tripoli; at eight, sounded in thirteen fathoms; at nine, came to in seven fathoms, with the larboard bower; the land supposed to be three-quarters of a mile distant; it being dark and hazy, could not discern an object by which the precise situation of the brig could be ascertained; got the boats out and sounded, astern, some distance, in six, seven and eight fathoms; and in shore, in four, five, six and seven fathoms; the cutter being much injured, hoisted her up astern; at ten, saw a light, bearing west by north, not far distant; at eleven, it bore northwest by north; answered it by a light on the starboard bow; got in the boats, the wind getting to the northward and increasing, the sea also increasing; the brig rolling gunwales under; got purchases, &c., on the cable, but could not weigh the anchor, after five hours' exertion; several of the men were much injured; the wind and sea still increasing, daylight approaching, the cable was cut, to prevent our being discovered by the enemy; made sail, and stood to northward and eastward; at six, the gale still increasing, Tripoli bore south by west five leagues; at seven, spoke the ketch. February 9th and 10th, the ketch in company; at ten A. M., on February 11th, hove to for the ketch; Lieutenant Decatur came on board. At nine P. M., on February 13th, lost sight of the ketch; made signals; at ten, saw the ketch. February 14th, half-past twelve P. M., Lieut. Decatur went on board the ketch. February 14th and 15th, in company with the ketch. February 16th, half-past two P. M., saw the land on the lee bow, shortened the sail; half-past three, hove to for the ketch; at four, sent nine men on board the ketch, with cutlasses and pistols, &c.; half-past four, boat returned, hoisted her up, and made sail for the land; half-past five, Tripoli bore southwest; half-past nine, light winds; set stay-sails; at ten, called all hands to quarters, and run out the guns; half-past ten, spoke the ketch; at one A. M. called all hands to quarters, run in the guns and secured them; between one and four, standing off and on the land; at eight A. M. the high land near Tripoli bore southwest by west seven leagues. February 17th, at four P. M., saw the town of Tripoli; at half-past six, hoisted out the barge and launch; at seven, Tripoli bore south-southwest nine miles; at eight, Tripoli bore south-southwest five miles; at nine, came to with the stream anchor in twenty-two fathoms; Tripoli bore southwest by south one mile distant; nearly calm; sent the launch and barge to Lieutenant Decatur, with officers and men; half-past ten, Lieutenant Decatur made signal for a reinforcement of officers and men, in boats; about ten minutes after which, the Philadelphia burst in flames, fore and aft; the castle and batteries then commenced a fire at the ketch and the Philadelphia, and in every direction; midnight, fine pleasant weather, weighed anchor and stood to the north and east; half-past midnight, the launch and barge returned, hoisted them in; at one, spoke the ketch, and took her in tow; Lieutenant Decatur came on board; made sail, the town of Tripoli bearing south-southwest two leagues distant."

To the honorable the House of Representatives and the Senate of the United States, in Congress assembled:

The petition of Michael Carrol, of Maryland, humbly sheweth: That he was second lieutenant on board of the Syren, detached by Commodore Preble to co-operate with the ketch Intrepid, in the burning of the frigate Philadelphia. That the Syren approached within a mile of Tripoli, and detached a portion of her crew, under the command of Lieutenant Caldwell and Midshipman Dorsey, to aid the gallant Decatur and his brave crew in achieving that splendid deed. He prays that he and the crew of the Syren may participate, by a fair distribution, in whatever sum Congress may award for the destruction of that frigate; and he, as in duty bound, will ever pray.

MICHAEL CARROL.

To the honorable Senate and House of Representatives, in Congress assembled:

Mary Preble, of Portland, in the State of Maine, in behalf of herself and Edward Deering Preble, respectfully represents that she is the widow, and the said Edward Deering Preble is the only son and child of Edward Preble, late a post captain in the navy of the United States of America; and that they are the sole legal representatives of the said Edward Preble.

That, within a short time, she has been informed of the pendency of a petition before Congress, made by the widow of the late gallant Stephen Decatur, also a post captain in said navy, in her own behalf and that of others interested, claiming compensation for the frigate Philadelphia, recaptured by said Decatur and his brave associates, and burnt by the order of said Preble, in the war with the government of Tripoli, in 1804.

Knowing, as the said Mary does, that the Government of the United States is never backward to

listen to every well-founded demand, and believing, as she does, that the destruction of the frigate Philadelphia, when in the possession of a barbarous enemy, will never cease to be viewed as a most meritorious and gallant achievement, and those engaged in it entitled to the gratitude and rewards of their country, she is emboldened, at the present juncture, to present her claim, in her own behalf and that of her son, to the wisdom and justice of Congress.

In support of this claim, she respectfully suggests that the command of the squadron destined by the Government of the United States for the war against Tripoli was entrusted by this government to her late husband, and that, at the time when said frigate Philadelphia was destroyed, he was actually in command of said squadron, in the frigate Constitution, and the said Captain Decatur, then a lieutenant, was subject to his orders, and the Intrepid one of the vessels comprising said squadron.

It is far from the intention of your petitioner to derogate, in the least degree, from the merits of that distinguished and lamented officer; nor does she believe that, in doing justice to herself or her son, any such unworthy motive will be imputed to her when she suggests that the enterprise, which terminated so gloriously for the nation and those that carried it into execution, was directed and authorized by the express orders of said Captain Preble, dated January 31, 1804; and it is superfluous to remark that, without the sanction of the commander of said squadron, no such expedition would have been undertaken. And, by a reference to the documents relating to said war, it will be found that the Intrepid was fitted under the immediate inspection of Captain Preble, and dispatched from his squadron, then at the harbor of Syracuse.

It is not for your petitioner to arrogate to her late husband the sole merit of planning said expedition; she deems it sufficient for her to refer to his orders under the above-mentioned date of the 31st January, 1804.

Your petitioner has been advised that, by the law and custom regulating the distribution of prizes, her late husband, as commander of the naval force employed against the Tripolitan government, would have been entitled, if alive, to a proportion of such distribution; and, thus instructed, she feels it her imperious duty, as the guardian of his son and the widow of the deceased, to prefer her claim to such share as, under the circumstances, would have been awarded to him.

In the view which your petitioner takes of this subject, as it respects the commander-in-chief, it is not necessary, in order to a participation in the prize, that he should be personally present in the encounter which terminates in a capture effected by any portion of his command, and in compliance with his orders. Considering, therefore, in every point of view, her late husband entitled to a share of any compensation which may be allowed for the recapture and destruction of the frigate Philadelphia, she respectfully, but earnestly, prays Congress to award to her and her son that proportion to which the late Captain Preble, as commander of the squadron employed against the government of Tripoli, is, on every principle of law and justice, entitled.

MARY PREBLE.

Dated this fourth day of January, 1827.

U. S. FRIGATE CONSTITUTION, *Syracuse Harbor, January 31, 1804.*

Sir: You are hereby ordered to take command of the prize ketch, which I have named the Intrepid, and prepare her, with all possible dispatch, for a cruise of thirty days, with full allowance of water, provisions, &c., for seventy-five men. I shall send you five midshipmen from the Constitution; and you will take seventy men, including officers, from the Enterprise, if that number can be found ready to volunteer their services for *boarding and burning the Philadelphia* in the harbor of Tripoli; if not, report to me and I will furnish you with men to complete your complement. It is expected you will be ready to sail to-morrow evening, or some hours sooner if the signal is made for that purpose.

It is my orders that you proceed to Tripoli, in company with the Syren, Lieutenant Stewart, enter that harbor in the night, *board the frigate Philadelphia, burn her*, and make your retreat good with the Intrepid, if possible, unless you can make her the means of destroying the enemy's vessels in the harbor, by converting her into a fire ship for that purpose, and retreating in your boats and those of the Syren. You must take fixed ammunition and apparatus for the frigate's 18-pounders; and, if you can, without risking too much, you may endeavor to make them the instruments of destruction to the shipping and Bashaw's castle. You will provide all the necessary combustibles for burning and destroying ships. *The destruction of the Philadelphia is an object of great importance*; and I rely, with confidence, on your intrepidity and enterprise to effect it. Lieutenant Stewart will support you with the boats of the Syren, and cover your retreat with that vessel. Be sure and set fire in the gun room berths, cockpit, store rooms forward, and berths on the berth deck.

After the ship is well on fire, point two of the 18-pounders, shotted, down the main hatch, and blow her bottom out. I enclose you a memorandum of the articles, arms, ammunition, fireworks, &c., necessary, and which you are to take with you. Return to this place as soon as possible, and report to me your proceedings. On boarding the frigate, it is probable you may meet with resistance; it will be well, in order to prevent alarm, to carry all by the sword. May God prosper and succeed you in this enterprise.

I have the honor to be, sir, your obedient servant,

EDWARD PREBLE.

Lieut. Commandant DECATUR, *Intrepid.*

UNITED STATES SHIP CONSTITUTION, *Syracuse Harbor, January 31, 1804.*

Sir: You will prepare the Syren for a cruise, and be ready to sail to-morrow evening, or as soon as the signal is made.

Proceed, with all possible dispatch, for the coast of Tripoli: the ketch Intrepid under the command of Lieutenant Decatur, with seventy volunteers from the squadron, is ordered to accompany you, to endeavor to effect the destruction of the frigate Philadelphia, in the harbor of Tripoli.

Previous to your approaching so near the coast that the Syren can be discovered from the shore, you are to disguise her, by changing the color of her paint, sending topgallant-masts on deck, rigging in flying-jib-boom, housing guns, shutting in ports, raising quarter-cloths, &c., to give the appearance of a merchant vessel.

I conceive the object in view can be best effected in the night; you will, therefore, keep at a distance from Tripoli until the evening, but not so far but that you can reach the harbor by midnight. The Intrepid being rigged in a manner peculiar to the Mediterranean, probably will not be suspected by the enemy; of course, it will be most advisable to send her ahead, in order that she may stand into the harbor and board the frigate.

I have no doubt but Lieutenant Decatur, with the officers and men under his command, will be able to take possession of and destroy her. As soon as the Intrepid has entered the harbor, you will stand in, and anchor in such a position as you, in your judgment, may think best calculated to afford her assistance in the execution of the main object. Cover her retreat, or destroy any of the enemy's cruisers that may be in the harbor, by sending your boats for that purpose.

You will prepare the necessary combustibles for firing vessels, and be sure that your men are provided with the requisites to put them in operation.

It will be most proper for you to enter the harbor with a westerly wind, as it will ensure you a safe retreat. The destruction of the frigate is of national importance; and I rely with confidence on your valor, judgment, and enterprise, in contributing all the means in your power to effect it.

Whatever may be your success, you will return (if possible) directly to this place.

May the Almighty take you under his protection, and prosper you in this enterprise.

I have the honor to be, sir, your obedient servant,

EDWARD PREBLE.

Lieut. Commandant STEWART, *United States Brig Syren*.

ON BOARD THE KETCH INTREPID, *at sea, February 17, 1804.*

SIR: I have the honor to inform you that, in pursuance to your orders of the 31st ultimo, to proceed with this ketch off the harbor of Tripoli, there to endeavor to effect the destruction of the late United States frigate Philadelphia, I arrived there, in company with the United States brig Syren, Lieutenant Commandant Stewart, on the 7th; but, owing to the badness of the weather, was unable to effect anything until last evening, when we had a light breeze from the northeast. At 7 o'clock, I entered the harbor with the Intrepid, the Syren having gained her station without the harbor, in a situation to support us in our retreat. At half-past 9 o'clock, laid her alongside of the Philadelphia, boarded, *and, after a short contest, carried her.*

I immediately fired her in the store rooms, gun room, cockpit, and berth deck, and remained on board until the flames had issued from the spar deck, hatchways, and ports; and, before I had got from alongside, the fire had communicated to the rigging and tops. Previous to our boarding, they had got their tompons out, and hailed several times, but not a gun fired.

The noise occasioned by boarding and contending for possession, (although no fire-arms were used) gave a general alarm on shore, and on board their cruisers, which lay about a cable and a half's length from us, and many boats, filled with men, lay around, but from whom we received no annoyance. They commenced a fire on us from all their batteries on shore, but with no other effect than one shot passing through our topgallant-sail.

The frigate was moored within half gunshot of the Bashaw's castle and of their principal battery; two of their cruisers lay within two cables' length on the starboard quarter, and their gun boats within half gunshot on the starboard bow. She had all her guns mounted and loaded, which, as they became hot, went off. As she lay with her broadside to the town, I have no doubt but some damage has been done by them. Before I got out of the harbor, her cables had burnt off, and she drifted in under the castle, where she was consumed. *I can form no judgment as to the number of men that were on board, but there were twenty killed. A large boatfull got off, and many leapt into the sea.* We have made one prisoner, and I fear, from the number of bad wounds he has received, he will not recover, although every assistance and comfort has been given him.

I boarded with sixty men and officers, leaving a guard on board the ketch, for her defence; and it is with the greatest pleasure I inform you I had not a man killed in this affair, and but one slightly wounded. Every support that could be given, I received from my officers; and, as each of their conduct was highly meritorious, I beg leave to enclose you a list of their names. Permit me, also, sir, to speak of the brave fellows I have the honor to command, whose coolness and intrepidity was such as, I trust, will ever characterize the American tars.

It would be injustice in me, were I to pass over the important services rendered by Mr. Salvatore, the pilot, on whose good conduct the enterprise, in the greatest degree, depended. He gave me entire satisfaction.

I have the honor to be, sir, &c.,

STEPHEN DECATUR.

Com. EDWARD PREBLE, *commanding U. S. Squadron in the Mediterranean.*

UNITED STATES BRIG SYREN, *Syracuse Harbor, February 19, 1804.*

SIR: Pursuant to your orders of the 31st January, 1804, we sailed, on the 3d February, in company with the Intrepid, Lieut. Commandant Decatur, and arrived off Tripoli, the 8th inst., having employed ourselves, in the intermediate time, in preparing everything for executing the intended object. At 9 P. M. we anchored in six fathoms water, near the rocks, got out the boats, and prepared them for co-operating with the Intrepid. At 11, we observed the Intrepid, by her light, standing off shore—a very heavy sea from the north; and a strong wind hauling to that quarter, obliged us to get our boats in immediately, and get under way. At 4 A. M., finding it impossible to weigh our anchor, having had the men several times knocked down by the capstan-bars and several much injured, daylight approaching to expose our

designs to the enemy, we cut, and got an offing of ten miles, when the gale and sea increased so much that we could scarcely show any sail, which continued until the 11th. It then abated, and I sent for Lieutenant Commandant Decatur, and we fixed on the following plan for the next attempt, viz: He to proceed in the Intrepid, about five miles ahead of the brig, and anchor, at night, abreast of the eastern rocks that form the harbor, until the Syren got into that station, or her boats had joined him. After midnight, he to proceed, in the Intrepid, to the ship; the boats to keep at a considerable distance astern of him, until he effected a lodgment in the frigate; they were then to board the Intrepid, and reinforce him, or proceed on such other service as he might direct.

We were driven so far to the eastward by the gale, that we did not regain our station off Tripoli until the 15th, when, considering the possibility there was of the Tripolitans having some suspicions of our intentions, I reinforced Decatur with an officer and nine volunteers from the Syren—the necessary arrangements of his men not leaving more than fifty to support him in boarding. We stood into eight fathoms water that night, but could not determine our position, not having seen the town; we were, therefore, obliged to stand off again. On the 16th, at 11 A. M., the Intrepid stood in for the harbor, and when she had got her distance, we tacked and stood after her, with a light breeze from the northward and westward; at dark, we hoisted out the boats and prepared them; at 8h. 30m., P. M., the wind left us, and a light air from the land succeeded; we anchored, with our stream in 20 fathoms water, the town of Tripoli bearing southwest about three miles distant. We immediately dispatched the boats, with 30 men and officers, under the command of Lieutenant Caldwell, who was ordered to proceed to the eastern rocks, where he would find the Intrepid, and to place himself under the command of Lieutenant Commandant Decatur. At half-past 10 the frigate Philadelphia was in a blaze, fore and aft, when the batteries commenced a fire on the Intrepid, as she retreated. At 11, the frigate's tops fell; several of her guns going off, the shot made a considerable rattling in the town. Shortly after, her cables parted, and she drifted under the castle. At 1, A. M., the Intrepid and boats joined us; at 6, the light could still be seen from the deck, we being about 40 miles distant from her.

I have the honor to be, &c., &c.,

CHAS. STEWART.

Commodore EDWARD PREBLE, &c.

WASHINGTON, February 26, 1828.

I certify the foregoing to be a correct copy, from the letter-book of commodore Preble, now in my possession.

CH. W. GOLDSBOROUGH.

I have carefully examined the letter book, journal, and order book of Commodore Preble, during his command in the Mediterranean, and state, confidently, that there is no letter from Lieutenant Caldwell to Lieutenant Stewart or any other officer upon the subject of the proceedings of the boats of the Syren, under his command, on the occasion of the destruction of the frigate Philadelphia by Lieutenant Commandant Decatur, in the harbor of Tripoli.

CH. W. GOLDSBOROUGH.

FEBRUARY 27, 1828.

BRIG SYREN, *Syracuse Harbor, February 19, 1804.*

SIR: I have the honor to enclose, for your information, the principal occurrences and observations during our late expedition, in company with the ketch Intrepid, Lieutenant Commandant Decatur, to effect the destruction of the frigate Philadelphia in the harbor of Tripoli, and on the happy termination of that enterprise, I heartily congratulate you. I only have to lament that a junction had not been formed with the Intrepid by the boats of the Syren, under the command of Lieutenant Caldwell, as I make no doubt they would have been able to carry and destroy one or both of the cruisers, laying near the frigate. You will observe by my notes that the boats were dispatched in due season, to meet the Intrepid, agreeably to our arrangements, but circumstances rendering it advisable for Lieutenant Commandant Decatur to enter upon the enterprise much earlier than was intended, the junction with the boats was, consequently, defeated, until after the ship was on fire, and the ketch retreating out of the harbor.

I have the honor to be, your obedient servant,

CHARLES STEWART.

Com. EDWARD PREBLE, *Com. of the U. S. Squadron in the Mediterranean.*

WASHINGTON, February 26, 1828.

I certify the within to be a correct copy from the letter book of Commodore Preble, now in my possession.

CH. W. GOLDSBOROUGH.

Extracts from Commodore Preble's official dispatches.

UNITED STATES SHIP CONSTITUTION, *Syracuse Harbor, February 19, 1804.*

SIR: I have the honor to inform you that the United States brig Syren, Lieutenant Commandant Stewart, and ketch Intrepid, of four guns, Lieutenant Commandant Decatur, arrived here last evening from a cruise. They left this port the 3d instant, with my orders to proceed to Tripoli, and burn the frigate, late the United States frigate, Philadelphia, at anchor in that harbor. I was well informed that her situation was such as to render it impossible to bring her out; and her destruction being absolutely necessary to favor my intended operations against that city, I determined the attempt should be made. I enclose you copies of my orders on this occasion, which have been executed in the most gallant and officer-like manner by Lieutenant Commandant Decatur, assisted by the brave officers and crew of the

little ketch Intrepid, under his command. Their conduct in the performance of the dangerous service assigned them cannot be sufficiently estimated. It is beyond all praise. Had Lieutenant Decatur delayed one half hour, for the boats of the Syren to have joined him, he would have failed in the main object, as a gale commenced immediately after the frigate was on fire, and it was with difficulty the ketch was got out of the harbor. The Syren, owing to the lightness of the breeze in the evening, was obliged to anchor at a considerable distance from the city, which prevented her boats from rendering such assistance as they might have done, had they entered the harbor earlier.

Lieutenant Stewart took the best position without the harbor, to cover the retreat of the Intrepid, that the lightness of the breeze would admit of; his conduct through the expedition has been judicious and highly meritorious. But few of the officers of the squadron could be gratified by sharing in the danger and honor of the enterprise.

In justice to them, I beg leave to observe that they all offered to volunteer their services on the occasion; and I am confident, whenever an opportunity offers to distinguish themselves, that they will do honor to the service. I enclose you Lieutenant Commandants Stewart and Decatur's official communications, with the names of the officers on board the ketch.

With the highest respect, I have the honor to be, sir, your most obedient servant,

EDWARD PREBLE.

Statement of the circumstances attending the destruction of the frigate Philadelphia, with the names of the officers and the number of men employed on the occasion, as laid before the President by the Secretary of the Navy.

On January 31, 1804, Commodore Preble, lying with his squadron in the harbor of Syracuse, gave orders to Lieutenant Charles Stewart, commanding the brig Syren, of sixteen guns, and to Lieutenant Stephen Decatur, jr., commanding the ketch Intrepid, of four guns and seventy-five men, to proceed to Tripoli, and to destroy the frigate Philadelphia, of forty-four guns, then lying in the harbor of Tripoli. Lieutenant Decatur had orders to enter the harbor in the night, board and set fire to the Philadelphia, and Lieutenant Stewart was ordered to take the best possible position without the harbor to cover the retreat.

Under these orders they proceeded immediately to the coast of Tripoli; but owing to very heavy gales of wind that usually prevail there in the winter season, the enterprise could not be undertaken until the 16th of February, when, Lieutenant Stewart having taken the best possible position to effect the object of his instructions, Lieutenant Decatur, at seven o'clock in the night, entered the harbor of Tripoli, boarded and took possession of the Philadelphia.

This frigate, at the time she was boarded, had all her guns mounted and charged, and was lying within half gunshot of the Bashaw's castle and of his principal battery. Two Tripolitan cruisers were lying within two cables' length on the starboard quarter, and several gun boats within half gunshot on the starboard bow, and all the batteries on shore were opened upon the assailants. About twenty men of the Philadelphia were killed, a large boatfull got off, and one man was made prisoner.

After having gained possession of the frigate, Lieut. Decatur set fire to her store rooms, gun room, cockpit and berth deck; and with a firmness highly honorable to him, his officers, and men, they remained on board until the flames had issued from the ports of the gun deck and the hatchways of the spar deck, and they continued in the ketch, alongside the frigate, until the fire had communicated to her rigging and tops.

Lieutenant Decatur did not lose a man, and had but one slightly wounded.

The following is a list of the officers and number of men employed in the destruction of the Philadelphia:

Lieutenant Stephen Decatur, jr.; James Lawrence, Joseph Bainbridge, Jonathan Thorn, lieutenants; Lewis Heermann, surgeon; Ralph Izard, John Rowe, Charles Morris, Alexander Laws, John Davis, Thomas McDonough, Thomas Oakley Anderson, midshipmen; Mr. ———— Salvadore, pilot. Sixty-two men.

Lieut. Decatur has stated that all his officers and men behaved with the greatest coolness and intrepidity, and Commodore Preble has informed me that Lieut. Stewart's conduct was judicious and meritorious.

Respectfully submitted.

R. SMITH.

CLERK'S OFFICE, HOUSE OF REPRESENTATIVES, U. S., March 11, 1828.

I certify that the above is correctly copied from the original now on file in this office, which was communicated to the House of Representatives by the President of the United States, on the 15th of November, 1804.

M. ST. CLAIR CLARKE, Clerk of the House of Representatives

U. S. BRIG SYREN, Syracuse, February 20, 1804.

SIR: The enclosed report of Lieutenant Caldwell, who commanded the Syren's boats on the night of the 16th instant, will detail to you more fully the operations of the force confided to him on the occasion of burning the frigate Philadelphia, in the harbor of Tripoli. Although the Syren's boats did not join the Intrepid until she was retreating (and then for the purpose of towing her from under the batteries and out of the harbor), yet you will perceive, by his report, that the boats under his command arrived astern of the frigate, immediately after she was boarded by Lieutenant Commandant Decatur, when, in the absence of orders from that officer, Lieutenant Caldwell took a judicious position, for the purpose of preventing any interruption from the enemy's boats while setting fire to the frigate, in the performance of which service a number of the enemy were destroyed.

I have the honour to be, sir, your most obedient servant,

CHARLES STEWART.

Commodore E. PREBLE, Commander-in-Chief, &c.

PHILADELPHIA, March 5, 1828.

DEAR SIR: Your esteemed favor of the 23d ultimo came duly to hand, and I have delayed its acknowledgment, in hopes that I should be able to procure more documentary evidence on the subject of the Syren's claim. With this view I examined all my papers, but find nothing in the shape of Lieutenant Caldwell's report. That document was enclosed to Commodore Preble. I also applied to Mr. David Caldwell, the brother of the lieutenant, and enclose you his reply.

I herewith transmit to you a letter from Dr. Marshall, who was surgeon of the Syren at the time. I have written to Captain Kennedy, at Norfolk, who was a petty officer on board the Syren, and who, I believe, was on board one of her boats employed in that expedition. Should you deem the enclosed papers of any use to the Naval Committee of the House of Representatives, while the subject is before that committee, I will thank you to enclose them to Mr. Hoffman, the chairman.

I have the honor to be, with the greatest consideration and respect,

Your most obedient servant,

CHARLES STEWART.

To the honorable E. F. CHAMBERS, *Senate of the United States, Washington.*

Letter from Commodore Stewart relative to the recapture of the Philadelphia.

BORDENTOWN, N. J., December 12, 1826.

MY DEAR MRS. DECATUR: The reassembling of the honorable Congress of the United States renders it necessary to delay no longer answering your esteemed favor of June last, in which you request me to state such information relative to the burning of the Philadelphia in the harbor of Tripoli as I may possess, in aid of your claims on our country, for the success of that gallant enterprise so ably and honorably performed by your late husband.

I regret that my limited abilities disqualify me from portraying in those glowing colors of which that act is susceptible the gallantry and perseverance with which it was performed by my late friend.

You state that your late husband had given you to understand that the project of burning that frigate at her moorings, and thereby removing a serious impediment to the future operations of the squadron against Tripoli, originated with him. This understanding was perfectly correct; it did originate with your late husband, and he first volunteered himself to carry it into effect, and asked the permission of Commodore Preble, off Tripoli, (on first discovering the frigate was lost to the squadron) to effect it with the schooner Enterprise, then under his command. The commander-in-chief thought it too hazardous to be effected in that way, but promised your late husband that the object should be carried into effect on a proper occasion, and that he should be the executive officer when it was done. It was accordingly effected in the ketch Intrepid, by your husband and seventy volunteers from the schooner he commanded, at great hazard, not only of life or liberty, but of reputation, and in the season most perilous in approaching that coast. The recollection of the difficulties and dangers he had to encounter in that expedition, of which I was an eye-witness, excites more and more my admiration of his gallantry and enterprise; and although the result shed a lustre, throughout Europe, over the American character, and excited an unparalleled emulation in the squadron, in our country alone is where it has never been duly estimated or properly understood.

Courage and great force alone could not have effected it. It was necessary not only to put the smallest possible force to the hazard, but its success depended upon a very small force being used. The genius and mental resources of the executive officer could alone compensate for the want of force and numbers. To these demands your late husband was found fully adequate, and hence the brilliant result. The frigate was completely destroyed in the midst of the enemy, and his retreat effected without the loss of a man.

Accept, my dear madam, the assurance of my highest respect and esteem.

CHAS. STEWART.

Extract of a letter from C. W. Goldsborough, Esq., to the Hon. M. Hoffman, House of Representatives.

WASHINGTON, March 7, 1828.

SIR: I this morning received your letter of yesterday's date.

Although I had previously and carefully examined the books and papers of the late Commodore Preble, in search of a report alleged to have been made by the late Lieutenant James A. Caldwell to his immediate commanding officer, Lieutenant Commandant Charles Stewart, detailing the proceedings of the boats of the Syren, detached under his command for the purpose of affording aid and assistance to the ketch Intrepid, in the destruction of the frigate Philadelphia, in the harbor of Tripoli in 1804, yet, since receiving your communication, I have judged it proper to re-examine them; and having done this, I am now enabled, sir, to confirm the result of the first search, and to assure you that there is not, either in the letter books, the order books, the journals, or in any of the papers of the late Commodore Preble, now in my possession, (and I believe I have the whole of them, so far as relates to his command in the Mediterranean) any letter from Lieutenant Caldwell to Lieutenant Commandant Stewart, or to Commodore Preble, or from Lieutenant Commandant Stewart to Commodore Preble, having any relation to such a report from Lieutenant Caldwell; that the only report touching the proceedings of the boats of the Syren on the occasion referred to is the one made by Lieutenant Commandant Stewart to Commodore Preble, dated 19th February, 1804, of which I understand you have a copy.

Having been intimately acquainted with Commodore Preble and with Lieutenant Caldwell, and being, at the time Commodore Preble's reports were received in this country, chief clerk in the Navy Department, it may not be considered irrelevant to state that Commodore Preble was particularly careful in having all official letters to and from him recorded in books kept for that special purpose; that although

I saw and read every dispatch from Commodore Preble to the Secretary of the Navy, I have no recollection of his having transmitted any such letter or report; that I always felt deeply interested for Lieutenant Caldwell, and could not have forgotten any circumstance so essentially affecting his fame.

WASHINGTON, March 10, 1828.

SIR: I this morning received your communication of the 8th instant, and have hastened to send the extracts of Commodore Preble's letters therein called for. They will, I hope, prove satisfactory.

It may not be amiss in me to inform you, sir, that Commodore Morris (the Midshipman Morris who, in a spirit of gallant emulation, felt by all the Intrepid's crew, *was the first to board the frigate Philadelphia*) is now here, and if called before the committee would, I apprehend, give such precise information as would remove all existing misapprehensions as to the circumstances attending the destruction of the Philadelphia. He intends leaving Washington on Wednesday next in the steamboat for Norfolk.

It is, I understand, known to you that Doctor Heermann, (surgeon of the Intrepid on the occasion) is also now in the city.

I have the honor to be, very respectfully, sir, your most obedient servant,

C. W. GOLDSBOROUGH.

HON. MICHAEL HOFFMAN, *House of Representatives.*

Extracts of various letters from Commodore Preble, relative to the destruction of the Tripolitan frigate, the Philadelphia, in the harbor of Tripoli, in 1804, taken from his letter book No. 2.

FEBRUARY 19, 1804.

To John Gavino, Esq.:

On the third instant, the brig Syren, Capt. Stewart, and the ketch Intrepid of four guns, fitted for the purpose, and commanded by Capt. Decatur, with seventy volunteers from the squadron, sailed for Tripoli, with orders to burn the frigate, late the United States frigate Philadelphia, at anchor in that harbor. On the night of the 16th instant Capt. Decatur entered the harbor of Tripoli with the ketch, laid her alongside the frigate in a gallant and officer-like manner, boarded and carried her against all opposition. He then set fire to her in all her store rooms and officers' berths and left her in a blaze, in which she continued until she was totally consumed. He had none killed and only one wounded. The Tripolitans lost upwards of twenty killed on the decks; one boat load made their escape, and the remainder leaped into the sea. The number on board could not be ascertained, but was considerable. She was moored close to the batteries, with all her guns loaded, and two of their corsairs, full of men, lay within half musket shot of her.

FEBRUARY 19, 1804.

To Tobias Lear, Esq.:

Lieutenant Decatur entered the harbor of Tripoli the evening of the 16th, with the ketch, (Intrepid) and in the most gallant manner laid the frigate alongside, boarded and carried her, notwithstanding the resistance of a large number of armed Tripolines. After having gained complete possession, he proceeded to fire her with success. She was soon in a blaze from her berth deck to her tops, and is totally destroyed, together with all her materials.

FEBRUARY 19, 1804.

To Capt. Wm. Bainbridge:

I am anxious to hear from you since the destruction of the Philadelphia. That business was handsomely accomplished by Capt. Decatur, without the loss of a man.

FEBRUARY 19, 1804.

To James L. Cathcart, Esq.:

I determined, the moment I heard of her (the Philadelphia) capture, to destroy her, to prevent the consequences of her remaining in their possession. This has been effected. On the 3d inst. I sent Capt. Decatur in a small ketch, or bombard, of about sixty tons, and four guns, with seventy volunteers from the squadron, to Tripoli, with orders to burn the frigate; and, as she was so situated that she could not be brought out, Capt. Stewart, in the Syren, was ordered to support him with boats, and cover a retreat with the brig by anchoring off the harbor. In the night of the 16th Capt. Decatur entered the harbor of Tripoli, was hailed by the frigate, he answered from Malta, and the rig of the vessel deceived the Tripolines; however, they were soon undeceived. Capt. Decatur laid the ketch alongside, and, in a gallant and officer-like manner, with his handful of men, boarded against all opposition, and after a conflict of a few minutes carried her by the sword, without firing a musket or pistol. He then set her on fire in every part, and she was totally consumed, with all her materials. Capt. D. and the officers and crew under his command deserve the highest commendation.

FEBRUARY 24, 1804.

To Sir Alexander Ball, Bart., his Britannic Majesty's civil commissioner for the Islands of Malta and Goza:

As it is probable you may have heard various accounts of the capture and destruction of the Tripolitan frigate, late United States frigate Philadelphia, in the harbor of Tripoli, I beg leave to mention the transactions relative to that affair. On the 3d inst. I sent the ketch Intrepid, of four guns, with eleven officers and fifty-nine seamen and marines, under the command of Lieut. Decatur, to Tripoli, with orders to burn the frigate. The Syren brig accompanied her, to anchor off the harbor, send in her boats

to assist, and cover the retreat of the ketch. The weather was unfavorable until the night of the 16th inst., when they arrived. The brig took her position, and the ketch entered the harbor, was hailed from the frigate, answered from Malta, and the rig of the vessel deceived the enemy until she was alongside the frigate—they were then fatally undeceived. Lieut. Decatur boarded with his men, and carried her after a short conflict, in which upwards of twenty Tripolines were killed on the decks; one large boat load made their escape—some ran below and probably perished in the flames, and many jumped overboard. As soon as complete possession was gained she was set on fire and totally destroyed. All her guns were mounted and loaded, and two of their corsairs lay within half musket shot of her. As soon as she was in flames, the batteries, Bashaw's castle, and corsairs commenced firing on the ketch. One cannon shot passed through her topgallant sail, which was all the damage she received. We did not lose a man, and had only one wounded.

To N. Nissen, Esq., his Danish Majesty's consul at Tripoli:

MARCH 12, 1804.

I cannot conceive why he (the Bashaw) should deprive Captain B. and his officers of any privileges they enjoyed previous to the burning of the frigate. She was set on fire by my orders. Captain B. and his officers ought not to suffer for an act of which they could have had no sort of previous knowledge or foresight.

To John Broadbent, Esq.:

MESSINA, March 18, 1804.

You have done well in publishing the account of Decatur's affair at Tripoli.

To the Secretary of the Navy:

MARCH, 1804.

I had the honor to forward you two sets of dispatches, by the way of Gibraltar, under date, the 3d and 19th ult., by different vessels, and now forward you triplicates of the same.

NOTE.—The dispatches of the "19th ult." gave an account of the destruction of the Philadelphia, and this letter of March gives no further account.

To his excellency Robert R. Livingston:

MARCH 18, 1804.

By the enclosed duplicate of a letter to your excellency, under date the 19th ult., you will be informed of the particulars of the taking and burning of the Tripoline frigate, late the Philadelphia. I determined, from the moment I heard she was in possession of the enemy, to destroy her, and it has been done. This will seriously affect the Bashaw, who is poor, as it has deprived him of the resources which the sale of her to Algiers or Tunis would have afforded; and, at the same time, those powers are deprived of an important addition of strength to their navy.

NOTE.—There is not a word in this letter which corrects the general account given on the 19th February, as to the circumstances attending the destruction of the Philadelphia.

NAVY DEPARTMENT, March 3, 1828.

SIR: I have again examined, with much care, the files and records of this Department, and can find nothing which will enable me to give any other answer to the inquiries contained in your letter of the 12th of February, than that which I have heretofore given.

The only "official, authentic, and accredited papers," which relate to the subject, are those which have been already published, and the original letter, and order book of Commodore Preble, which, I am informed, is in the possession of Charles W. Goldsborough, Esq., and which contains the original orders of Commodore Preble to Lieutenant Stewart and Lieutenant Decatur, and their respective reports.

I am not able to state, further than those documents furnish the information, what "was the design or purpose of Commodore Preble, in dispatching the Syren on that cruise, and what duty he intended or ordered that vessel to perform, to aid in, or to effect, the capture or destruction of the frigate Philadelphia.

I am, very respectfully, &c.,

SAM. L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee, House Representatives.*

NORFOLK, March 9, 1828.

SIR: I send you the enclosed deposition at the request of Commodore Charles Stewart, of the navy.

I have the honor to be, with great respect, your obedient servant,

EDMUND P. KENNEDY.

To the Hon. Mr. HOFFMAN, *Member of Congress, Washington.*

Virginia, Borough of Norfolk, to wit:

On this tenth day of March, in the year 1828, before me, Walter F. Jones, a notary public in and for the borough of Norfolk, duly commissioned and sworn, personally appeared Edmund P. Kennedy, a master commandant in the navy of the United States, who made oath that, during the years 1803-4, he served, in the capacity of gunner's mate, on board the United States brig-of-war Syren, then under command of Lieutenant Charles Stewart, and one of the squadron in the Mediterranean sea, sailing under the orders of Commodore Preble. That some considerable time after the capture of the frigate Philadelphia, by the Tripolitan gun boats, an expedition was planned and fitted out to destroy that vessel, then lying

nearly equipped, in the harbor of Tripoli. That the brig Syren and the ketch Intrepid sailed for that purpose from the harbor of Syracuse; the day after the departure of these vessels, the crew of the Syren were called aft, and a letter was read, addressed to them by Commodore Preble; as well as affiant remembers, this letter stated the importance of the destruction of the Philadelphia, and set forth, as an inducement to the crew, the large amount of prize money which would be awarded to the vessels composing the expedition. Volunteers were called to fill up the complement of the Intrepid, and for the general purposes of the expedition; the whole crew volunteered, and it became necessary to make a selection among the officers and men. The two vessels proceeded to Tripoli, and it was concerted that, upon a certain signal, to be given from the Syren, the Intrepid, accompanied by two boats, manned and armed from the Syren, should proceed into the harbor, for the accomplishment of their object. The night of the destruction of the Philadelphia, the Syren anchored off the mouth of the harbor, her two boats, manned and armed, alongside. The Intrepid was in shore, and the signal being made, the two boats left the Syren, and proceeded to join the Intrepid. The signal, however, was not answered, and affiant understood Lieutenant Decatur to have said that he was, at the time, so near the batteries, that any exhibition of lights might have caused the discovery of his vessel, and a light and favorable breeze springing up at the moment, he preferred running in without the aid of the boats, to encountering a delay and exposure which might have defeated the object of the expedition. Affiant was in one of the boats which put off from the Syren; the night was very dark, and the Intrepid having exhibited no light to indicate her position, the boats lost their way among the rocks, and were falling in uncertainty, until the Intrepid was seen standing out of the harbor, when they joined her. The crew of the Syren were at quarters nearly the whole night. Affiant further states that all the combustibles and materials, to be used in burning the Philadelphia, were prepared on board the Syren.

EDMUND P. KENNEDY.

Jura attestor:

WALTER F. JONES, *Notary Public.*

Extract from the journal of F. C. De Krafft, midshipman, kept on board the United States brig Syren, Charles Stewart, Esq., commander, on the 17th February, 1804, in the Mediterranean.

Commences with fine breezes and pleasant weather, the Intrepid in company; at half-past one P. M. set jib and maintopmast-staysail; half-past two, hauled them down; at four, made the town of Tripoli; at half-past five, it bore S. W. by S. half S., English Castle S. S. W. twelve miles distant; at half-past six, backed main topsail and hoisted out barge and launch; at seven, turned the reefs out of the topsails and sounded in 38 fathoms, small irregular stones, small shells, and red and white coral, the town of Tripoli bearing S. S. W. nine miles; at half-past seven, sounded in 33 fathoms; set jib and after-mainsail; at eight, sounded in 26 fathoms, fine yellowish coral, small shells and gravel; Tripoli bore S. S. W. five miles distant; at half-past eight, sounded in 20 fathoms, hauled up the foresail, down jib, brailled up after-mainsail; at nine, came to with the stream; anchor in 22 fathoms, fine yellow coral and fine sand, Tripoli bearing S. W. by S. one mile distant; inclining to calm, sent off to Lieutenant Decatur reinforcements in the boats; Lieutenant Caldwell and I. S. Dorsey, midshipman, with 20 men in the launch; Mr. Brook and Mr. Budd, with 8 men in the barge; at half-past ten, Lieutenant Decatur made the signal for a reinforcement of officers and men in boats; answered it; about ten minutes after which, the frigate Philadelphia in the harbor of Tripoli burst into a flame fore and aft; the castle and batteries then commenced their fire on the Intrepid, all around the frigate, and in every direction. Midnight, gentle breezes and pleasant weather, weighed and stood to the northward and eastward under easy sail; at half-past midnight, the launch and barge returned, and were welcomed with repeated cheers; hoisted in the boats; at one A. M. spoke the Intrepid, and took her in tow, when Lieutenant Decatur came on board; got topgallant-masts on end, and made sail, town of Tripoli bearing S. S. W., distant two leagues; at four, housed the guns and shipped the ports; at nine, hauled down maintopmast-staysail, and brailled up after-mainsail, stiff gales from the S. S. E.; at half-past nine, set maintopmast-staysail; at ten, run out the jib boom, bent the standing jib and set it; at half-past eleven, double reefed the after-mainsail and set it. N. B.—About midnight, the frigate burnt her cables and drifted ashore; she was then burnt to the water's edge.

Sworn to before me, on this 1th day of February, 1828.

C. H. W. WHARTON, *J. P.*

Statement of Mr. John Fell, carpenter of the United States brig Syren, in February, 1804, at the time the frigate Philadelphia was destroyed in the harbor of Tripoli, viz:

He states that he was on board of the brig Syren on the night of the 16th February, 1804, when the Syren was anchored under the batteries of Tripoli, for the purpose of destroying the frigate Philadelphia; that, after the Syren's boats (launch and cutter,) were dispatched, the kedge anchor was taken up, and the brig swept into a position under the batteries and anchored; that soon after the night signals (by rockets) were made from the frigate Philadelphia and the brig Syren, the firing commenced from the eastern batteries (Mole Head and Bashaw's castle) on the Syren brig; that several shot from the batteries struck near the Syren, and some water was thrown on board the brig by the shot, and a great many, also, passed over the brig; in consequence of which, he was ordered by Lieutenant Carroll to get up his shot plugs in case the brig should be struck; about one o'clock A. M., February 17, a light breeze sprung up from the southward and eastward, when the Intrepid and Syren took up their anchors and got under way for Syracuse.

Statement of Mr. Robert Thornton, coxswain on board the United States brig Syren, February, 1804, viz:

He states that he served as captain's coxswain and quartermaster in the year 1804, on board the United States brig Syren, of 18 guns, commanded by Charles Stewart; that on the night of the 16th February, 1804, he was sent in one of the Syren's boats (the cutter,) with a number of others, armed, in company with the Syren's launch, also manned and armed, into the harbor of Tripoli, under the command of Lieutenant Caldwell, for the purpose of assisting to destroy the frigate Philadelphia, and reinforcing the party on board the "ketch Intrepid;" that the Syren's boats were under the starboard quarter of the frigate previous to their having set fire to her; that while there, the frigate's launch, coming from the Gallimole, approached the Syren's boats and the frigate, when it was attacked by the boats of the Syren under the command of Lieutenant Caldwell, and the officers and men (upwards of twenty) in the frigate's launch were destroyed, besides a number of the enemy that were endeavoring to escape from the frigate. After the frigate was set on fire, the boats of the Syren took the "ketch Intrepid" in tow (it continuing calm,) and brought her to the anchorage of the brig Syren; that then he received Lieutenant Commandant Decatur on board the Syren's cutter, and brought him on board the brig Syren; that after taking the launch of the Philadelphia, they endeavored to tow her with the "Intrepid" out of the harbor, but they were obliged to set her adrift, as she impeded them very much and detained them in the line of fire from the batteries, which commenced firing immediately after the rocket signals were made; that the calm continued from the time they left the brig in the boats, until they returned with the ketch to the Syren, from burning the frigate, &c., a considerable time afterwards; about one A. M. a light breeze sprung up from the land, or southward and eastward; the Syren and Intrepid got under way; that he was personally engaged in the contest with the frigate's launch.

20TH CONGRESS.]

No. 363.

[1ST SESSION.]

ON THE EXPEDIENCY OF FITTING OUT VESSELS OF THE NAVY FOR AN EXPLORATION OF THE PACIFIC OCEAN AND SOUTH SEAS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 25, 1828.

Mr. RIPLEY from the Committee on Naval Affairs, to whom was referred a great number of memorials from citizens of various sections of the United States, praying aid from the government in fitting out vessels for an exploring expedition to the Pacific seas, reported:

That the number and character of the memorialists, and the opinions they have expressed upon the subject of the memorials, have called the committee to an attentive and careful consideration of the means required for such an expedition, the importance of the interests connected with it, and the immediate as well as ultimate advantages it promises to the nation. The committee do not propose to recapitulate their own views upon these subjects, but to refer the House to documents in their possession, with the general correctness of which they are satisfied.

For information in relation to the means required, they refer to a communication from the Secretary of the Navy, of the 14th of March, 1828, in reply to a note addressed to him by the committee.

In relation to the interests, individual and national, connected with such an expedition, the committee refer to a statement submitted to them by Mr. J. N. Reynolds, on the 10th February, 1828, in answer to inquiries addressed to him by order of the committee. So much of the statement as exhibits the amount of our commerce in the Pacific seas, the committee think is fully sustained by the reports of the officers of our navy, who have, by order of the Secretary, heretofore made reports upon that subject, to which Mr. Reynolds refers, and with which his statement has been compared, as well as with the accounts of others familiar with those branches of our trade.

The dangers to which an immense amount of property is exposed, as well as the hazard to human life, for the want of knowledge, by more accurate surveys, of the regions to which our commerce is extending, and the probable new sources of wealth which may be opened and secured to us, seem, to your committee, not only to justify but to demand the appropriation recommended; they therefore report a bill for the purpose.

Letter from J. N. Reynolds to the speaker of the House of Representatives.

SIR: I have the honor of transmitting to you several memorials, signed by citizens of the United States, recommending to the favorable consideration of Congress the importance of affording some efficient aid in fitting out a small expedition, to explore the immense and unknown regions in the southern hemisphere. They believe that an expedition could scarcely fail in making discoveries of some interest, by finding new islands, or increasing our knowledge of those already laid on the maps; that commerce might be benefited by surveying the coasts frequented by our hardy fishermen, and upon which they frequently suffer shipwreck, with many privations, and loss of property.

It is believed new channels might be opened for commercial pursuits in animal fur—a trade out of which an immense revenue accrues to the government, and which greatly augments our national strength, by increasing the number of our most efficient seamen.

Amongst these memorials, you will find one from Albany, dated October 19, 1827, and signed by his excellency Nathaniel Pitcher, Lieutenant Governor of the State of New York, the Hon. Erastus Root, speaker of the house of representatives, and by nearly all the members of the legislature.

I have also the honor of transmitting to you three other memorials: the first is dated Charleston, South Carolina, May 31, 1827, and signed by the mayor of the city, president of the chamber of commerce, and by a very long list of respectable citizens. The second is dated Raleigh, North Carolina, December 24, 1827, and contains the signatures of his excellency James Iredell, Governor of the State, the Hon. B. Yancy, speaker of the senate, the honorable James Little, speaker of the house of commons, and by a large proportion of the members of each branch of the legislature. The third memorial is dated Richmond, Virginia, January 1, 1828, and is sustained by a number of respectable citizens, by the Hon. Linn Banks, speaker of the house of delegates, and by a large and very respectable number of the members of the legislature.

With the above papers, I send you for reference, in like manner, the following preamble and resolution adopted by the house of delegates of the State of Maryland, which I have had in my possession, but which has never been officially introduced into this House.

"Whereas, foreign nations have long turned their attention towards the acquirement of a more perfect knowledge of the geography of the earth, by means of voyages of discovery, and, by these exertions, have not only acquired reputation, but extended the weight of their influence, opened new channels for commercial enterprise, and benefited the human race, by enlarging and improving the boundaries of knowledge: And whereas, the Government of the United States has attained a high standing among the nations of the earth, the practical result of the most stupendous as well as successful experiment ever made in politics; a population fast increasing; commercial relations and interests coextensive with the civilized world; nautical skill, perseverance, and enterprise, if not unequalled, at least unsurpassed: And whereas, the sending out of one or two vessels on a voyage of discovery would not be attended with any very heavy demands on the public treasury, and would seem to be in strict accordance with the character and liberal policy which ought to be pursued by a government whose political existence is, in a great measure, dependent on the general intelligence of her people: And whereas, a great number of the most enlightened citizens of different sections of our country have memorialized the Senate and House of Representatives of the United States, in Congress assembled, and have set forth in their memorials that, under the patronage of the United States, an expedition should be fitted out, without delay, and proceed to acquire a more correct knowledge of our own continent; or, if possible, to enter the more interesting and extensive field for enterprise in the southern hemisphere, and proceed, for the purpose, with hardy seamen and scientific persons, to bring home to us the result of their labors, for the honor of our country and the benefit of mankind: And whereas, voyages of this kind, even when they fail of making important discoveries, bespeak a liberal policy, and give character to the people who undertake them: Therefore,

"Resolved, by the general assembly of the State of Maryland, That we do highly approve of the views of the said memorialists, believing that a polar expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honor and glory of the United States."

The paper marked A, contains a list of names of individuals who have expressed their interest in the success of an Antarctic expedition by individual aid and voluntary subscription, to aid in carrying it into effect.

It is, perhaps, unnecessary to remark, that this expression of public sentiment, though extensive and deserving the most respectful consideration, is small, when compared with other and similar memorials presented during the last session, and referred to the Secretary of the Navy; to all of which, the committee, of course, can have easy access.

While, sir, I accept with pleasure your proffered kindness, in giving to these memorials their proper direction in the House of Representatives, I beg you to accept the assurance of the high consideration, with which,

I am, sir, your obedient servant,

J. N. REYNOLDS.

HON. ANDREW STEVENSON, *Speaker of the House of Representatives.*

PROCEEDINGS IN RELATION TO AN EXPLORING EXPEDITION, BEFORE THE COMMITTEE ON NAVAL AFFAIRS, IN THE HOUSE OF REPRESENTATIVES OF THE UNITED STATES, 1828.

Letter from the chairman, by order of the committee.

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs.*

SIR: If it will not be inconvenient for you to furnish it, it will be acceptable to the Committee on Naval Affairs to receive, a brief statement, in writing, of the views you submitted to them, and any others you may deem proper, respecting the advantages to commerce of the exploring expedition to the south, for which you are a petitioner.

Such a statement, it is supposed, would contain your reasons for general results, and a reference to authorities for specific facts, as well as a tabular statement of the results and facts, so far as they may be susceptible of being stated in such a form.

With esteem and respect, your humble servant,

MICHAEL HOFFMAN.

J. N. REYNOLDS, Esq.

Answer to the foregoing.

Hon. Michael Hoffman, chairman Committee on Naval Affairs:

SIR: In compliance with your request in writing, I send you a brief statement of my views of the extent, character and advantages of the commerce of this country in the Pacific ocean, with a few calculations, made from the best information I could obtain. As the files of the custom house do not directly

assist us in this investigation, it is but proper that I should state to you distinctly the sources from whence my information has been derived; and, at the same time, my avowal of the full belief that all my statements and calculations fall far short of the amount that the most accurate accounts, with the mention of every item, would swell to, could they be given. I have put my facts into as tabular a form as the nature of the case will permit, and will exhibit my results as succinctly as possible.

The information I have the honor to exhibit was obtained from the following sources:

Firstly. From frequent conversations with intelligent men long acquainted with that trade, several of whom had made frequent voyages in those seas.

Secondly. From the perusal of log books and journals kept by well-informed men, while engaged in the various commerce of the Pacific, covering a space of more than seven years previous to the war, and more than five years since.

Thirdly. From facts that have transpired in several lawsuits between the owners of vessels employed in the northwest coast trade, and their captains, agents and factors.

Fourthly. From such official documents, in the Navy Department, as are open to inspection on the records, being letters, reports, &c., from the several naval commanders who have been sent to protect our commerce in that quarter.

The objects of my inquiries have been:

Firstly. The nature and extent of the whale fishery, and of its importance to the welfare of our country.

Secondly. The extent and character of the sea otter skin trade.

Thirdly. The fur seal skin trade.

Fourthly. The sandal wood trade.

Fifthly. The ivory sea-elephant tooth trade.

Sixthly. The land animal fur trade.

Seventhly. The feather trade.

To these inquiries I have added a few remarks upon the articles of export for this branch of commerce, and the general benefits resulting from it, independent of the wealth it brings into the country.

A full account of the whale fishery, from its earliest history, is to be found in the Massachusetts Historical Collection, brought down to the commencement of the revolutionary war. At this time the whale fishery was confined to Nantucket almost entirely. The last year, previous to the interruption of the business by the British cruisers, the returns and results of these voyages, for the season, were thirty thousand barrels of oil, and one hundred and sixty tons of spermaceti candles. After the close of the conflict, whales becoming scarce on the coast of Brazil, to which place they had, for some years previously, been pursued, the enterprising people of Nantucket ventured into the Pacific ocean, where they understood, from the accounts of Vancouver and Cook, that the whales were to be found in great abundance. This was soon after the year 1790. These adventurous voyages were attended with success, and have been increasing ever since, until it may be stated to have reached the following extent, viz: to vessels of considerable size, sufficiently large, on an average, to carry two thousands barrels of oil, in Nantucket seventy; in New Bedford sixty; in New York, Boston, Stonington, New London, &c., at least twenty more, making in the whole one hundred and fifty.

Nantucket.....	70
New Bedford.....	60
Other places.....	20
	150

Suppose we say eighteen hundred barrels of oil each, with the proportion of candle matter, and allow two years to every voyage, this would furnish a result of hundred and thirty-five thousand barrels a year, or four millions fifty thousand gallons, and the spermaceti candles would amount to eight hundred and thirty-seven tons, or one million six hundred and seventy-four thousand pounds a year.

The crews of these vessels amount to about twenty-five each, men and boys, therefore keeping in employ three thousand seven hundred and fifty seamen, and thereby keeping up also a school for nautical instruction, superior to any other to be found. This is a business in which there has, as yet, been no great uncertainty or fluctuation. Almost all who have engaged in it have grown rich, as the market is great for home consumption, and never glutted abroad.

As the whale fishery decreases in the sea now frequented for this purpose, other places must be found to pursue it in to advantage; and as the demand for less pure oil for the manufacture of gaslight increases, the islands and shoals should be explored for the porpoise and sea elephant, who make their haunt in such places; and there can be no doubt that a sufficient number can be found, by proper search, to answer these demands as they arise. Other fisheries in high latitudes may be enlarged, and also found profitable, the salmon and cod fisheries particularly, as there would be a great demand for them in the South American provinces, a people who would not think of supplying themselves for the present. It may be said of fish, perhaps what cannot be said of any other or most articles of consumption, that the markets increase with the quantity brought to supply them.

This is illustrated by the mackerel fishery, which is principally confined to Massachusetts and Maine. About fifteen years ago, these States, then one State, began to think this branch of business might be made of some importance, and inspectors of this article were accordingly appointed. It was then stated, to the astonishment of most members of the legislature of Massachusetts, that there were twenty thousand barrels of these fish pickled every season. In a few years the returns proved that there were thirty thousand barrels put up for market. This fishery has been gradually increasing, until, by the inspector general's returns, it appears that one hundred and ninety-seven thousand six hundred barrels were inspected last year; and the price has not diminished, but the demand for this food increased, and is enlarging. Deducting all expenses for the sales of this article, more than half a million of dollars is made annually, yea, fished up from the bottom of the ocean, by the industry and enterprise of our people, and that too in a healthy employment.

Suppose, then, we could open a market for these fish in South America, the quantity, however large, would be all wanted, as the great mass of the inhabitants would soon wish to change the vegetable diet of their fast days, for the more satisfactory and nutritious food they would find in the fish market. This is proven from the fact that Spain and Italy, with the West India Islands, have been the great consumers of

our fish from the Grand Banks and the Labradors, and have, in most instances, paid us for them in specie. In 1744, thirty-two thousand quintals of codfish were sent from New England to Europe—this was of a superior quality, and three thousand and twenty hogsheds of *tol-qual* to the West Indies.

That the traffic in sea otter skins has been very profitable, is conceded on all hands; but from the secrecy of the first navigators into that ocean, the precise extent of it cannot be ascertained. These valuable skins were at first bought up from the natives on the northwest, for a mere trifle, in red cloth, glass beads, a piece of cutlery, &c., but not so of late—these skins being from forty to seventy dollars, and more in China. The most experienced men in this trade put the amount of it, since it was first begun, from fifteen to twenty-five millions of dollars, and no one lower than ten millions. These animals have only, as yet, been found in certain latitudes, from 44 deg. to 60 deg. north, and between east longitude from London, 126 deg. to 150 deg.; inhabiting, in great abundance, Behring's Islands, Kamtschatka, the Aleuthian and Fox Islands, between Asia and America; they land also on the Kural Islands. (Shaw's Zoölogy, vol. 2, and page 445.)

Now, naturalists can find no reason why they should not exist on lands that may yet be found in the southern hemisphere. This is a subject to be settled, and that nation which may have the honor of the discovery, will undoubtedly have, as they well deserve, the profits.

The sandal wood trade is not so difficult, perhaps, to estimate, for there has not been quite so much secrecy about it. For many years, this wood has been found in the islands of those seas; but it was not known to have been a growth of the Sandwich Islands, until it was discovered by Captain Davis and Windship, of Boston, about twenty-four years since. The quantity cut on this group of islands is about three hundred thousand dollars' worth a year; and what is found and cut on other islands will make the trade in this article, at this time, amount to near half a million a year. If this wood should become scarce, it will be necessary to find new groves of it on other islands, or we must teach the natives how to grow it; and it is the opinion of many judicious navigators, that this may as well be effected, as to cultivate the oak or ash, or any other tree of our own forests.*

The fur seal skin trade has been very extensive and profitable in the Pacific. It is the general opinion of those conversant with the trade, that more than seven millions of fur seal skins have been taken, by our enterprising seamen, since we commenced business in the Pacific. These skins have generally been sold in Canton for from two to three dollars, and sometimes more, on an average, for each skin; some have been brought to this country, and sold for domestic uses. The Stonington Telegraph mentions the extent of the seal trade in that small place, which shows the enterprise of that industrious people in a very strong light. From November, 1819, to August, 1827, there were seventeen vessels which belonged to this port, and which brought, as an item of their cargo, skins, which were sold at auction, to the amount of three hundred and ten thousand seven hundred and forty-seven dollars and eight cents; and these skins were mostly taken about the Antarctic circle. Let it also be remembered that this is a mere item, made tangible from having been sold at auction; and that this amount of skins, exchanged in Canton for teas, would bring into the public treasury an amount, on the first return, greatly surpassing what would be necessary to send out an efficient exploring expedition.

The demand for this fur is increasing in this country, as the seals are diminishing in the Pacific. New islands must be found, where they have not as yet been disturbed, to furnish a supply for the market. The hunting of the whale and seal, heretofore carried on with so much vigor, has produced the natural and necessary consequence of rendering those animals more timid, and fewer in number, by their destruction, without reference to season. These animals as naturally and instinctively leave the haunts of the whalers and sealers, and retire to more remote regions, as the wild game in the west recede before the advances of the sturdy backwoodsman. They can be followed, and found in greater abundance, and taken with less uncertainty and risk. The result of the late voyages proves that they can be procured with great facility in the remote polar regions. Captain Parry, with great profit to the British nation, opened a new channel for their trade, by transferring their fisheries from East to West Greenland. He says the number of whales in those high latitudes was astonishing; that not less than fifty were seen in the course of a single watch.

Captain Franklin, standing on the shore of the Arctic ocean, describes the seal as sporting in shoals, like porpoises. The discovery of islands of great size to the south is not too much to be hoped for, if we may be allowed to draw any inference from the obvious indications afforded by analogy, the observations of experienced navigators, or the natural indications afforded by ice, currents, &c., already known to exist in those regions. Such discoveries are coupled with the certainty that the profits to be derived from them, in a commercial point of view, may be applied to the great advantage of our common country.

The land animal fur trade has not, as yet, been much encouraged, but several persons are now turning their attention to it. The Hudson Bay Company, which has been chartered for one hundred and fifty-nine years, have made the most grasping, extensive, and successful monopoly of this trade that is known in the annals of commerce; but a few spirited capitalists, with strong and well situated factories on the northwest coast, would soon take no small proportion of this immense trade. In Robson's account of Hudson's Bay, to the first lord commissioner of England, he says: "There are furs, my lord, on this large tract of land, sufficient to supply all Europe, which yet are locked up by a few men."

The ivory trade is becoming important, and will be much more extensive than it now is, when the sea elephant is hunted for oil, as it will be, when the whale becomes less numerous, and more oil is wanted for gas works, as the great cities get more and more in the habit of using it. The porpoises' oil and seal oil will then be worth making, for this purpose. The porpoise fishery, formerly, was not heard of; once in a while, a porpoise was taken by accident; but now, the Indians and others pursue it to a considerable extent, on our own northeasternmost coast.

The feather trade has not as yet been followed in those seas as it might have been; but, from the immense quantity of sea fowl in those regions, it is certain that the best of feathers might be obtained, and in the greatest abundance. Some of the beds brought from the northwest coast are nearly equal in quality to the eider down beds of Russia. The demand for feathers is great and constantly increasing in this country. The finest quills might be obtained in pursuing this trade, and the demand for them is now great and constantly increasing. The manner of preparing them, as the Dutch prepare them, might easily be taught to those engaged in the business; and, instead of paying nearly half a million of dollars

**Quere.*—Could not this wood be grown in some parts of Florida, and on the coast of Liberia?

a year to Holland, and Russia, and other countries, for quills, we could, by this trade, supply our own market and others.

The articles which we export for this trade are now all within ourselves. Rice, tobacco, rum, whiskey, blankets, coarse woollens, cottons, calicoes, the ordinary kind of cutlery, and trivial jewelry, and agricultural utensils, and some articles of household furniture, will soon find a market at the Sandwich Islands.

It should be taken into consideration that these voyages are in the character of double voyages. The northwest coast cargoes are now, in small vessels, sent to China, and their proceeds furnish cargoes for large vessels sent direct from this country to Canton; and, by these means, we save the precious metals at home which the direct China trade has so long drained us of.

To show the profitableness of this trade, we have only to look to those who have been engaged in it, and we shall find that most of them, who began it early, have made large fortunes, and but very few of them have been unsuccessful. The cry is that the trade, or business, is overdone. This is natural. Those who have enjoyed the profits are not willing to share them with others.

The extent of our commerce in those seas, in the whale, fur, and other trades, may, in some measure, be estimated by a report of Captain Hull, who was sent into the Pacific to protect our commerce there. He says that, from the 30th of March, 1824, to December 1st, 1825, he boarded two hundred and thirty-two vessels, whose tonnage amounted to forty-three thousand five hundred and two tons, and the men to two thousand three hundred and fifty-two, and the guns carried by these vessels to two hundred and ninety-five:

Vessels.....	232
Tonnage.....	43,502
Men.....	2,352
Guns.....	295

And the probability is that he did not fall in with one-half of the number then navigating the Pacific.

When Captain Jones visited the Island of Oahu, on the first of November, 1827, he found nineteen vessels in the port, whose tonnage amounted to five thousand six hundred and fifty, with crews amounting to three hundred and seventy-eight men. Four of these vessels were loaded with skins, &c., and fifteen of them were whalers, and had on board twenty-five thousand and eighty barrels of oil, and only wanted about six thousand three hundred and twenty barrels to make full cargoes.

All is activity and spirit on these voyages; every master of a vessel, and his officers and men, are striving to do better than their fellow-laborers. These long and difficult voyages give a hardihood and enterprise to American seamen which will continue as long as we are engaged in this trade. The length of the voyage, the difficulty of the navigation, the large size of the vessels, the science and care necessary for sailing them in safety, and the vicissitudes of the voyage, make the youngest on board a navigator, a seaman, a pilot, and a gunner.

The opening of the ports in South America has already changed our course of trade in the Pacific greatly for the better, and will more and more benefit us, if we take care of our rights in those seas, and send a sufficient force to protect our commerce, which, no doubt, it will be the policy of our government to pursue.

To look after the merchant there—to offer him every possible facility—to open new channels for his enterprise, and to keep a respectable naval force to protect him—is only paying a debt we owe to the commerce of the country: for millions have flowed into the national treasury from this trade, before one cent was appropriated for its protection.

The naval commanders we have sent into the Pacific have done all that wise, active, and experienced men could do. They have not only taught the natives that we are a powerful people, and could defend ourselves in that distant country as well as other nations, but these new states and empires, which have arisen in South America, have been shown that we could punish wrongs and enforce rights, and had the good of mankind, as well as our own prosperity, at heart. *Power, judiciously exhibited, is the great peace-maker of the world;* and a people whose institutions are not yet thoroughly established, as those in South America, want looking after with a steady eye. In attending to these duties, it is impossible for our naval commanders to explore those seas for the purpose of discovering new places. Their duty is to watch the old; and this is a sufficient task for any force we can send there.

The whale ships, having a specific object in view, and generally under strict orders, cannot waste an hour in the business of discovery; nor can they, consistently with their duties, stop a day to explore and examine what they may accidentally discover. The northwest coast trader has, also, a specific object, and a more direct path than the whaler.

It seems well understood, at this time, that it is for our interest and for our honor to be well acquainted with the capacities of the globe; to see what resources can be drawn from that great common of nations—the ocean. The enlightened statesman, therefore, surveys all parts of it, with the view of opening new channels for commerce and trade; and he does not refuse to advance them by a present expense, when coupled with the certainty of a future and a greater good.

And what place is left for us to explore, but this southern polar region? This has never been thoroughly done by any nation. It is almost an unknown region yet, and opens a wide field for enterprise for us, at a most moderate expense. There are more than a million and a half of square miles entirely unknown, and a coast of more than three hundred degrees of longitude, in which the antarctic circle has never been approached; there are immense regions within the comparatively temperate latitudes but partially known, and which deserve further attention; and, for aught we know, countries corresponding to Lapland, Norway, part of Sweden, and the northern parts of Siberia, in Asia, may still exist in the southern hemisphere.

No one who has reflected on the vast resources of the earth, "which is our inheritance," can doubt, that such a large portion of it contains many things which may be turned to good account, by the enterprise and good management of our people—and these are the true profits of commerce. The great mass of the intelligence of the country is for it, and is calling on the national legislature for aid in the undertaking.

The States whose legislative bodies have sanctioned it, are represented on the floor of Congress by one hundred and twenty-nine members, to say nothing of the memorials from large cities and other places, and the aggregate of citizens of these States near six millions.

It may be asked, if the navy and merchantmen are not to take this upon themselves, how is it to be effected? The answer is obvious to those who have reflected. Send out an exploring expedition, fitted and prepared for the purpose: not one that is to carry the majesty and grandeur of the nation, at a great expense, but one, the expenses of which shall be inconsiderable, but at the same time shall have the protection, aid, honor, and sanction of the nation, to give life, energy, and character to individual enterprise. We have been an industrious, a commercial, and enterprising people, and have taken advantage of the knowledge of others, as well as of their trade: for although our entrance and clearance, without looking at our immense coasting trade, amounted to eight thousand seven hundred and sixty-six vessels, yet not one of these were sailed a mile by a chart made by us, except we may suppose that the chart of George's Banks may have been used by a few of the navigators of these vessels. We are dependent on other nations for all our nautical instruments, as well as charts; and, if we except Bowditch's Navigation, an improvement on Hamilton More's book, of the same kind, we have not a nautical table or book in our navy, or amongst our merchantmen, the product of our own science and skill; and we are now among the three first commercial nations of the world, and have more shipping and commerce than all the nations of Europe had together when Columbus discovered this continent, but a little more than three centuries since, and our navy, young as it is, has more effective force in it than the combined navies of the world could have amounted to at that period. Out of the discovery of this continent, and a passage to the Indies, grew up the naval powers of Europe. On the acquisition of the New World, Spain enlarged her marine; France and England theirs, to hold sway with Spain; and that of the Netherlands sprang from the extent of their trade, connected with the wise policy of enlarging and protecting it.

Our commercial and national importance cannot be supported without a navy, or our navy without commerce, and a nursery for our seamen. The citizens of Maine, of New York, of Georgia, of Ohio, and of the great valley of the Mississippi, are deeply interested in the existence of our gallant navy, and of the extension of our commerce, as they are interested in the perpetuity of our institutions, and the liberty of our country. Indeed, liberty and commerce have been twin sisters, in all past ages and countries and times; they have stood side by side, moved hand in hand; wherever the soil has been congenial to the one, there has flourished the other also: in a word, they have lived, they have flourished, or they have died together.

Commerce has constantly increased with the knowledge of man; yet it has been undergoing perpetual revolutions. These changes and revolutions have often mocked the vigilance of the wary, and the calculations of the sagacious; but there is now a fundamental principle on which commerce is based, which will lead the intelligent merchant and the wise government to foresee and prepare for most of these changes; and that principle consists in an intimate knowledge of all seas, climates, islands, continents, of every river and mountain, and every plain of the globe, and all their productions; and of the nature, habits and character of all races of men: and this information should be corrected and revised with every season.

The commercial nations of the world have done much, and much remains to be accomplished. We stand a solitary instance among those who are considered commercial, as never having put forth a particle of strength, or expended a dollar of our money to add to the accumulated stock of commercial and geographical knowledge, except in partially exploring our own territory.

When our naval commanders and hardy tars have achieved a victory on the deep, they have to seek our harbors, and conduct their prizes into port, by tables and charts furnished, perhaps, by the very people whom they have vanquished.

Is it honorable for the United States to use, forever, the knowledge furnished us by others, to teach us how to shun a rock, escape a shoal, or find a harbor, and add nothing to the great mass of information that previous ages and other nations have brought to our hands?

Tyre, Greece, Carthage, Venice, Florence, whose commerce has ceased, and whose opulence is gone forever, have still left the historic glory of having shown succeeding ages the way to wealth, and honor, and power, by means of knowledge. The ancient commercial and naval monuments are theirs; and every niche of the modern temple of Neptune is filled by others—not ourselves. The exports, and, more emphatically, the imports of the United States, her receipts and expenditures, are written on every pillar erected by commerce, on every sea, and in every clime; but the amount of her subscription stock to erect these pillars, and for the advancement of knowledge, is nowhere to be found.

To open new sources of traffic and of commercial wealth has gratified the pride as well as the avarice of man in every age; and the adventurous deeds by which this has been achieved have been commemorated by every historian, poet, and even fabulist, in all past times: for the Argonautic expedition for the golden fleece, as given us by the poets and mythologists, is only in the form of a generous and munificent commemoration of the voyage of one who ventured much to open a new path to commerce, for the aggrandizement of his own country.

We have been plundered by the English and the French, by Spaniards and Neapolitans, Danes, Norwegians, and the Barbary powers, while our commerce was extended everywhere and protected nowhere. Some of these insults and depredations have been settled for, and others are quietly, but surely, approximating to a day of *restitution* or *retribution*. The spirit of the nation is aroused on these subjects, and can never sleep again; honor, justice, feeling, conscious of physical strength, all forbid it.

Have we not, then, reached a degree of mental strength that will enable us to find our way about the globe without leading strings? And are we forever to take the highway others have laid out for us, and fixed with milestones and guideboards? No: a time of adventure and enterprise must be at hand; it is already here, and its march is onward, as certain as a star approaches its zenith. Permit me to conclude, in humble imitation of the great discoverer of this continent to his patrons: *We fear no storms, no icebergs, no monsters of the deep in any sea; we will conduct ourselves with prudence, and discretion, and judgment; and, if we succeed, the glory and profit will be yours; if we perish in our attempts, we alone shall suffer: for the very inquiry after us will redound to your honor.*

Be pleased to accept for yourself and for the honorable members of your committee the assurance of the respect and esteem with which I am, sir, your obedient servant,

J. N. REYNOLDS.

NOTE.—Since I prepared the above answer to your letter of inquiry, I have examined the clear and impressive memorial from the town of Nantucket, which fully confirms every statement I have made in regard to the extent of the whale fishery, although drawn from different sources.

This memorial is not only clear and conclusive, as to the extent and value of this important business, but presents many other important facts. The memorial speaks the most emphatic language to every patriot and philanthropist, as well as to every legislator in our country, in the following quotation: "The great and increasing extent of the voyages now pursued by the trading and whaling ships into seas but little explored, and into parts of the world before unknown, has increased the cares, the losses and dangers of our merchants and mariners. Within a few years, these cruises have extended from the coast of Peru and Chili to the northward coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase in loss. Several vessels have been wrecked on islands and reefs not laid down in any chart; and this acquires a painful interest from the fact that many ships have gone into those seas, and no soul has survived to tell their fate."

This memorial, coming from an intelligent, hardy, and enterprising people, who have, for more than thirty years, carried on this fishery, so profitable to our country, without repining at any difficulties they have encountered, or without soliciting aid until the country was able to afford it, should, and will have its effect on the representatives of the nation in Congress. National and individual interests they are bound to regard at all times; but I trust these claims will be more promptly attended to when the additional facts are made known to them; and they are assured that many of our fearless navigators are now, probably, wasting a wretched existence on some desolate island in these immense seas, waiting, in prayerful hope, that the generosity of the nation will be aroused to send in search of them, and that, in some distant day, they shall see their country and their homes, and be restored to the bosom of their families and friends. They have read or heard that the French government sent expedition after expedition to seek for Perouse and his missing vessels; and can they for a moment imagine that those they had left at home are less generous and philanthropic than the people of France, or of any other nation? They cannot; for they will remember—and who can forget it—that, in our days of small things, the whole country was in agitation by the captivity of a few American citizens by the powers of Barbary, and the expense of liberating them was spontaneously proffered by the American people; and will not this same people be willing that the nation should do something to ascertain the fate of these enterprising navigators, who are, probably, on some reef or island, sustaining life as they can?

In this matter everything conspires to urge us forward at this precise time. The advantages of commerce to science and national glory seem now to be sealed and sanctified by the calls of humanity and imperious duty.

I wish not to be importunate, nor do I fear that I am; for the accumulated weight of circumstances are above all argument or entreaty, for they strike the heart and the understanding at the same time.

As these things came crowding upon my mind, I had nearly forgotten another important fact, which will be supported by the able and experienced representative of the district of which Nantucket makes a part; and that is, that there are more than one hundred and fifty islands, reefs, and shoals, known to our whalers, not laid down in any chart. Around these islands, reefs, and shoals are floating nearly forty thousand tons of shipping, engaged in a trade of great national concern, with an immense amount in property and lives, all of which are at the mercy of the winds and waves.

If this be so, and who can doubt their honesty, should they not be surveyed? The future safety of our mariners demands it. The advancement of commerce and our navigating interests demand it. The people demand it; and our national honor cannot suffer this fact to go abroad, and not carry with it the probability of some effort for future information and security.

J. N. R.

WASHINGTON, February 26, 1828.

To Captain Thos. Ap Catesby Jones, United States navy:

SIR: The Committee on Naval Affairs in the House of Representatives, through their chairman, have recently addressed me a note, requesting my views of the character, value, and extent of our trade in the South seas and Pacific ocean.

A reply to that letter is herewith enclosed for your perusal, and as you have recently been in the Pacific on official duty, and have improved the favorable opportunity you had of acquiring much useful information in relation to our important and growing commerce there, I would thank you to inform me, in writing, how far your own views extend in corroboration of the report I am about to submit to the consideration of the committee.

Be pleased to accept the assurance of high consideration with which,

I am, sir, your obedient servant,

J. N. REYNOLDS.

WASHINGTON, February 28, 1828.

DEAR SIR: I have received and read with great satisfaction the memorial which you did me the honor to submit for my perusal. My recent cruise to the Pacific ocean, in the course of which I spent some time among the Society, Sandwich and other islands, afforded me a good opportunity of seeing, in partial operation, most of the branches of commerce, the advantages of which you so clearly demonstrate in your address to the Committee on Naval Affairs.

That there is a great field open for national enterprise, in the region to which you have invited the attention of the American people, cannot be doubted; and I accord most heartily with you that such a voyage as you contemplate would open to our commercial, and of course, national interests, sources of great wealth, which cannot be brought into action without the protecting aid of government.

That success may crown your most laudable exertions, is the wish of,

Sir, your obedient servant,

THOS. AP CATESBY JONES.

To J. N. REYNOLDS, Esq.

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs, March, 3, 1828.*

SIR: The House has referred to the Committee on Naval Affairs several petitions, praying that an expedition may be sent into the Pacific and Southern ocean.

I am directed by the committee to ask of your Department your opinion respecting such an expedition, and briefly your reasons for it; and, if you shall be of opinion that such an expedition ought to be sent there, to request of you a project of the law to authorize it, with your reasons for its several provisions, and any other information you may be pleased to give on the subject.

With esteem and respect, I am, sir, your humble servant,

MICHAEL HOFFMAN.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

NAVY DEPARTMENT, *March 14, 1828.*

SIR: I have had the honor to receive your letter of the 3d of March, in which, on behalf of the Committee of Naval Affairs, you "ask my opinion respecting an exploring expedition into the Pacific and Southern ocean, and briefly my reasons for it."

I entertain the opinion that such an expedition is expedient. My reasons are briefly these:

That we have an immense and increasing commerce in that region, which needs the protecting kindness of the government, and may be greatly extended by such an expedition. Of the extent and nature of this commerce, it is not easy to write briefly, nor is it necessary. It is better known to none than to some of the members of the Naval Committee in the House of Representatives. The estimate of its value has been much augmented, in the view of the Department, by the reports which have been made, *under its orders*, by our naval officers, who have commanded vessels-of-war in the Pacific, and which are now on file.

The commercial operations carried on in that quarter are difficult and hazardous. They are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in the government to render these commercial operations less hazardous and less destructive of life and property, if it can be done by a moderate expenditure of money.

The commerce in the Pacific ocean affords one of the best nurseries for our seamen. An expedition such as that proposed would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

We now navigate the ocean, and acquire our knowledge of the globe, its divisions and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical and scientific knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and while we make our contributions to this common stock, we shall not fail to derive the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit.

The expedition ought not to be large or expensive. Other nations have erred on this point. It seems to be the desire of the memorialists that Congress should *afford aid*, not furnish the whole expense. If this mode be preferred by the committee, all that the bill need provide is, "that the sum of \$—— be appropriated to aid in fitting out an expedition to explore the Pacific ocean and South seas." If it be the intention that the whole expense should be borne by government, the bill ought to provide "that the President of the United States be, and he is hereby, authorized to cause to be fitted out an expedition to explore the Pacific ocean and South seas, and that the sum of \$—— be, and the same is hereby, appropriated for that object." The blank ought to be filled with \$45,000 or \$50,000.

The bill need not contain any other provisions, as the amount of the appropriation will limit the expenditure; and I do not presume that Congress would desire to prescribe the size of the vessels, their equipage, or the number and character of the persons to be employed.

In either of the plans proposed, whatever is done will be under the direction of this Department, and the expense may be greatly diminished by permitting certain of the naval officers to join the expedition, and by using other facilities which are under its control.

I have the honor to be, very respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman of Committee of Naval Affairs, House of Representatives.*

To the honorable the Senate and House of Representatives in Congress assembled:

The memorial of the subscribers, citizens of the town of Nantucket, respectfully represents:

That the intercourse maintained between different parts of the nation and the islands and countries of the Pacific ocean has become a matter of public interest, and deserving the protecting care of the national legislature. The fur business, and the trade carried on between the Pacific islands and coast of China, as is known to your honorable body, have afforded rich returns, and increased the wealth of our common country. Besides this employment of national industry and enterprise, they would represent that there are engaged in the whale fishery, from various parts of the country, upward of forty thousand tons of shipping, requiring a capital of three millions of dollars, and the services of more than three thousand seamen. Whether viewed as a nursery of bold and hardy seamen, or as an employment of capital in one of the most productive modes, or as furnishing an article of indispensable necessity to human comfort, it seems to your petitioners to be an object especially deserving the public care. The increased extent of the voyages now pursued by the trading and whaling ships, into seas but little explored, and to parts of the world before unknown, has increased the cares, the dangers, and the losses

of our merchants and mariners. Within a few years their cruises have extended from the coasts of Peru and Chili to the northwest coast, New Zealand and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on any chart; and the matter acquires a painful interest, from the fact that many ships have gone into those seas, and no soul has survived to tell their fate. Your petitioners consider it a matter of earnest importance that those seas should be explored; that they should be surveyed in an accurate and authentic manner, and the position of new islands and reefs, and shoals, definitely ascertained. The advancement of science, and not their private interest only, but the general interests of the nation, seem to them imperiously to demand it. They therefore pray that an expedition may be fitted out, under the sanction of the government, to explore and survey the islands and coasts of the Pacific seas; and as in duty bound, will ever pray.

NANTUCKET, *February, 1828.*

20TH CONGRESS.]

No. 364.

[1ST SESSION.]

ON THE EXPEDIENCY OF EXTENDING THE ACT ALLOWING PENSIONS FROM THE PRIVATEER PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES APRIL 15, 1828.

Navy Department, *February 21, 1828.*

Sir: In reply to the inquiries contained in your letter of the 15th instant, in relation to "the expediency of continuing the act providing for the allowance of pensions from the privateer pension fund," I have the honor to submit the following statement:

1st. As regards "the state of the fund, and its probable productiveness for some years to come."

The fund consists of six per cent. stock of the United States, to the amount of \$70,698.24, yielding an annual interest of \$4,241.89. A portion of this stock has been reimbursable since the 1st day of January, 1827, and the residue since the first day of the present year; so that the whole is now subject to redemption, at the pleasure of the United States.

The stock belonging to this fund at one time amounted to \$209,580.65; but the interest proving insufficient to discharge the claims admitted under the several acts authorizing the issue of pensions, sales of portions of the stock, at various times, became inevitable, to enable the Department to pay the semi-annual allowances granted to the pensioners. Stock to the amount of \$138,882.41 has been sold, on which a premium of \$7,108.69 has been realized; and further sales must take place semi-annually, the interest being inadequate to pay the pensions chargeable to the fund.

2d. As respects "the number and probable expense to the fund, of the officers, seamen, and marines, whose pensions are charged upon it."

Provision was made for persons disabled in private armed vessels, by the acts of Congress of the 13th of February and 2d of August, 1813; and, under these acts, relief has been afforded to 107 persons, who are entitled to pensions so long as their disability continues. Of this number, some are known to have died; others, who have not claimed their pensions for several years, are, also, probably dead, though their death has not been reported to the Department; and new claimants occasionally yet present themselves, and succeed in establishing their right to a participation in the benefits of the fund. The expense occasioned to the fund, by this description of pensioners, may be estimated at about \$5,000 per annum.

3d. As respects "the number of widows yet unmarried, and children under the age of sixteen years, whose pensions are charged on the fund; and the probable future annual expense to the fund, by reason of the continuance of the pensions of such widows and children."

Since the passage of the acts of Congress of the 9th of April, and 26th of May, 1824, authorizing a further renewal for the term of five years, the widows and orphans of 159 persons, slain or lost during the late war, in private armed vessels, have been placed on the pension list, and paid, semi-annually, a sum equal in amount to half the pay to which the deceased persons, whom they respectively represent, were entitled at the time of their death. Some of these have already received the fifteen years' allowance, authorized by law, and their pensions have, of course, been discontinued. The pensions of the others will expire at different periods between the present time and the year 1830, when all will have received an allowance for fifteen years, and the several pensions expire, by the limitation of the term authorized by law, unless Congress shall make provision for a further renewal.

Under the act of 4th of March, 1814, the widows and orphans of 203 persons were placed on the pension list. Under the act of 16th of April, 1818, the widows and orphans of 186 persons had their pensions renewed and increased. Under the acts of 9th of April, and 26th of May, 1824, as before observed, the widows and orphans of 159 persons have had their pensions further renewed. From a comparison of these numbers, the committee will see what decrease has taken place, on account of intermarriages, deaths, children attaining the age of sixteen years, and of the failure of persons entitled to pensions to establish their claims.

It being difficult to estimate, with accuracy, the annual expense chargeable to this fund for any future year, I subjoin a statement, showing the actual amount remitted from the treasury to pay privateer pensioners, for each of the last ten years.

The remittances were as follows:

In 1818	\$17,532 00
In 1819	28,759 00
In 1820	35,065 33
In 1821	37,010 00
In 1822	25,032 20
In 1823	18,042 51

In 1824	\$19,499 00
In 1825	32,066 00
In 1826	20,112 00
In 1827	17,284 00

From the preceding views, it is evident, unless Congress shall make an appropriation to aid the fund, it will, in a few years, be exhausted, and the widows and orphans of those slain, or lost, as well as the persons who were wounded and disabled, in the private armed vessels of the United States, be left without any pension, or allowance, to contribute towards their support and maintenance.

If more particular information respecting this fund be required, permit me to refer you to a detailed report, made by the Secretary of the Navy, to the speaker of the House of Representatives, on the 27th of March, 1820; and to another report from the Department, made to the honorable James Lloyd, chairman of the Naval Committee of the Senate, on the 24th January, 1824, both of which were printed, and will be found among the documents.

I am, very respectfully, &c.,

SAM. L. SOUTHARD.

HONORABLE MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

NAVY DEPARTMENT, March 19, 1828.

SIR: In answer to your letter of the 15th February, I have the honor to state that the annual report in relation to the navy pension fund was transmitted to Congress on the 14th inst. That report exhibits the number who, at this time, receive aid from the fund, and the annual expenditure; the amount of stocks of the United States, and stocks of banks, held in the name of the commissioners of the fund.

The act of January 22, 1824, renewing that of 1819, will expire on 22d January, 1829. The pensions renewed under those acts having been granted at different periods, will, of course, cease at different periods, and several of them in the course of 1828.

It is impracticable to form an accurate estimate of the expense which will be occasioned by a renewal of those pensions; but as the income of the fund is now equal to the payment of all the claims upon it, there can be no doubt that it will be sufficient, should the law be renewed.

There are no means in the control of the commissioners which will enable them to state the probabilities as to the marriage of the widows or the age of the children; but the provisions of the laws, and the regulations of the commissioners, require the proof of widowhood, and of the ages of the children, to be given at every payment. The accompanying statement furnishes the information called for in relation to the privateer pension fund.

The laws hitherto enacted have been found sufficient for their object, and will furnish the form of a law, should it be deemed expedient to pass one.

It is, perhaps, proper to remark, that the cases of pensions granted under the law of 3d March, 1817, generally expire in the course of this year, and cannot be renewed, unless provision for that purpose be made by law.

I have the honor to be, your obedient servant,

SAMUEL L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee.*

20TH CONGRESS.]

No. 365.

[1ST SESSION.]

APPLICATION FOR ESTABLISHMENT OF A NAVAL DEPOT OR STATION AT SAVANNAH, GEORGIA.

COMMUNICATED TO THE SENATE APRIL 28, 1828

MEMORIAL.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of the citizens of Savannah is respectfully presented: Your memorialists, without preamble, proceed to place before you the objects which have induced them again to appear before your body, having recently called your attention to the same matters, through the medium of the constituted authorities of the city.

Your memorialists acknowledge, with pleasure, the liberal appropriation made by your body for the clearing and deepening of the channel of the Savannah river, and for removing the sunken wrecks, which have for many years been imbedded in sand, and obstructed the navigation.

Your memorialists now design to lay before your honorable body facts and arguments connected with the subject of the second part of our former memorial, viz: the establishment of a naval depot at this point, on this river, at or near the city.

Your memorialists are able to affirm, with confidence, that the entrance to Savannah river is easy and practicable; that there are very few cases in which a ship cannot sail over the bar into safe anchorage.

Your memorialists know that your body has official surveys of the bar and river of Savannah, and on the comparative advantages of this and other ports in the vicinity, examined with the same general objects, your opinions and acts will be founded. We are willing, with deference, to submit the claims of this river, as a naval station of the United States, to the testimony of these documents before you, and will only add, by way of elucidation, the practical information which arises from residence and observation.

In the report of Captain Stockton, now before us, he answers to the 7th interrogatory of the Navy Department: "That tolerably good water can be obtained, and without much difficulty." Your memori-

alists are aware, from long experience, and repeated declarations of shipmasters, that the waters of this river are of the best kind for taking to sea; indeed, that it is preferred to that of many other seaports, on that account. It can be taken in for use, at Four Mile point, the distance from Cockspar roads eight miles by water. But should it appear that the water of the river would not answer the purpose of supplying ships of the United States, there would be no difficulty in procuring the requisite quantity from the city itself—where, with one consent, it is approved, and considered equal to any water that is found in a corresponding latitude.

Your memorialists, in commenting further on the report of Captain Stockton, are led to the expression of the opinion that if his low-water depths be established as correct, and his rise of tide also, then such classes of vessels as do come up to the several points mentioned, and to the city, could not be floated. Still, however, we are willing to concede any preconceived opinion, which has been overthrown by facts, and such his statements are supposed to be, by actual admeasurement. Vessels drawing fourteen feet water come up to the city.

Your memorialists further remark, on the subject of supplies for a fleet, mentioned in Capt. Stockton's answer to the 8th interrogatory, that there could be no doubt of procuring every necessary article, by contract or otherwise, as must be done in other places. Let the arrangements be made here, which require supplies, they can be immediately furnished.

Your memorialists are not competent judges of the best positions for a navy yard; but when a selection is made, it ought to be carefully investigated, not only with reference to general advantages, but to the health of men who labor in naval preparations.

Your memorialists state, in relation to the health of this city and its vicinity, that it has been subject to great changes. They would strongly recommend a location for workmen in the city, or a short distance from the river, during the summer months, especially at night; and there is an elevated point, not far distant from Fort Jackson, or Five Fathom, on the Georgia side of the river, whence there is easy communication with the city. They recommend Fort Jackson, or Five Fathom, as the most eligible point below the city.

Your memorialists affirm that destruction by the worm is not known in this river, within seven miles of the city.

Your memorialists believe that it will be plainly seen that the largest class of vessels cannot use this port, if a naval station were established here by the government; but they are decidedly of opinion, that all the documentary testimony of examination and reports will show it well adapted for medium class vessels, which will be most generally employed in this and contiguous latitudes for the protection of commerce.

Your memorialists desire that this port be placed only in fair competition with others, for an unbiassed choice, by the proper authority, as a naval station.

If it be declared unequal to others in the vicinity, the award must be considered as made by the best judgment of the parties.

Your memorialists, in the memorial formerly alluded to, asked a survey of the port.

The request has been complied with, and the officer executing that duty has fulfilled it. It appears to be a plain, impartial statement of facts, from which all leaning to any peculiar interest has been excluded.

Your memorialists are credibly informed that Gen. Barnard declared this port and river to be very defensible at several points. We know that Com. Bainbridge spoke of it as of extremely easy entrance and navigation, and on that opinion the surest reliance is to be placed, from his experience in such matters, and as he himself came in, in the ship John Adams, Captain Nicholson.

Your memorialists state, that it is a rare occurrence for a ship to lie off and on, outside of the bar, from the entrance being so deep and practicable, and the navigation so plain and simple. The light of the United States, and the beacon erected by the commissioners of pilotage, mark the entrance as well as that of any port in the States.

Your memorialists would suggest, through your body, to the Navy Department, if this river and harbor, or some point in this vicinity, be made a naval station, that a place of deposit for heavy munitions and fitting be established at Five Fathom, or Fort Jackson, and that the ships intended to be thoroughly repaired, be floated light to the city; and if only slightly repaired, that it be done by detachment from the city. And they add, that the motive for this suggestion is the preservation of the health of laborers and mechanics.

Your memorialists believe that a naval station is necessary, somewhere in this vicinity, for several objects:

1. Because of the interests to be protected.
2. The proximity to the West India seas, and the competent protection of our western commerce through them.
3. From the gales which annually occur in August and September, which make it necessary to have an open and accessible port for repairs and supplies for government vessels, which must always be employed in guarding our trade with our western States and our West India neighbors.

Your memorialists think it unwise to attempt to press on your body the general arguments connected with the defence of the country, being satisfied that the common interest of the confederated brethren of these States, weighs with powerful influence on your body. We ask of you to establish a naval station here, because we believe its advantages are greater than other ports under consideration, for the same purposes. But, "our country" is our motto, and we desire to be actuated by it, in this memorial.

Your memorialists believe that Savannah is the next important point on the southern coast to New Orleans. In the late war, our then enemies had so determined it, and had not our armies been led to victory, and our foes discomfited, it is highly probable that the force might have been turned against us, and at that period the opinion received very extensive credence.

Your memorialists beg reference to the maps of the southern coast, and believe it will be found that Savannah is well placed, at the proper point on a river which is one of the finest outlets in the country, and the way by which the produce of this State and part of South Carolina must find their market. The imports and exports of Savannah, have always been extensive. The former have decreased, but in the lapse of a few years they will begin to reach the previous standard. The exports can also be made the subject of investigation.

Your memorialists beg leave to show that Savannah is a point of central importance in time of war,

in consequence of the natural canals or inland passages, north and south of it. It can carry on a trade independently of an exterior enemy, and experience has proved this. Let Savannah be held by an enemy: it may readily be seen how commanding a point it may then become.

Your memorialists can affirm, without fear of contradiction, that several of the superior officers of the John Adams, (when that ship was in our waters, in 1825,) declared Savannah to be the best entrance and harbor south of the Chesapeake. There are but two competitors for equality in this respect: Charleston and St. Mary's. The examination of these ports, compared with that of Savannah, will show its decided superiority. In addition thereto, the water is salt in both those ports.

Your memorialists have before them memorials for extending this document to still greater lengths, on this part of the subject.

But, as your body will most probably be guided by the opinions and calculations of the surveying officers, appointed for that purpose, therefore please remark, in Capt. Stockton's report, "about one mile and a half higher up the river, there is another mud flat, called Four Mile Point shoal, on which there is about eight feet at low water."

The ship John Adams lay for a fortnight, only a mile below this point. Her draft of water can readily be ascertained. The order for her pilotage was for a draught of 17 feet.

Your memorialists, in further prosecution of the objects of this memorial, are unwilling to trespass on the time of your body. But it is needful to present ourselves before you in such a way as to show that we ourselves feel an interest in our own endeavors to procure the object asked for. We ask especial reference to the reports of the examinations made of the bar and harbor of Charleston and St. Mary's, by Capt. Kearney, and to the same document by Capt. Stockton, in relation to this port. On the latter we have commented, and stated some facts, of which we desire notice to be taken; and, in addition to the comments already made upon the report of Captain Stockton, we desire to state, that vessels crossing the bar of the Savannah river, have a free wind when it is either due north or south, or intermediate.

Your memorialists believe that every article of supply for vessels can be procured at any time, provided there be a want of them.

Of timber, any quantity can be delivered here for repairs; and by the aid of a very fine steam mill, at Darien, with that in this city, the best plank can be prepared, allowing the choice of hitherto uncultured materials. As before remarked, establish a necessity for any article, by its purchase for use, and there will be an immediate supply.

Your memorialists cannot assert that the number of mechanics for the repairing of vessels is equal to Charleston, nor shall we enter into the reasons why so many more are required there, but shall say on this part of the subject, if inducements are offered, there will be no difficulty in obtaining the requisite supply of them.

Your memorialists beg leave to state to your body, that sick seamen can be taken care of, at any time, in the public hospital, or by provision made by the government itself, for that object.

Your memorialists are aware that such papers as the present are frequently intruded on your body. In this we have intended to say that which was relevant to the subject before us, and have spared many details which might have been introduced. Our principal object has been to place the matters before your body in a plain, business form, that it might be clearly seen that we understood the grounds of our opinion, by exhibition of which we expect to make an impression on your body, and wish to insist on our advantages, not merely that they may be set forth, but that our confidence in them may be supposed to proceed from the conviction of our minds, founded on substantial evidence.

Your memorialists ask your candid consideration of the subject of their application. We abjure all ideas of favor which is not bottomed on the apparent expediency of complying with this memorial. And we could not honestly ask the government to establish a naval station or depot here, unless we were decidedly of opinion that, besides the local advantages to this city, it was for the public good.

Signed by order of the meeting of citizens.

GEO. JONES, *Chairman.*

M. H. McALLISTER, *Secretary.*

20TH CONGRESS.]

No. 366.

[1ST SESSION.]

ON CLAIM OF A PILOT TO COMPENSATION ON ACCOUNT OF BEING TAKEN PRISONER WHILE IN A PUBLIC VESSEL AND DETAINED BY THE ENEMY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 6, 1828.

Mr. MILLER, from the Committee on Naval Affairs, to whom was referred the petition of Michael Lewis, reported:

That the petitioner represents himself to be a pilot of the bay and river Delaware; that he left the port of Wilmington, in the State of North Carolina, on the 20th of December, 1813, in the United States schooner Vixen, then under command of Captain Thomas Hall, bound to Philadelphia; that, while doing duty on board said vessel as a coasting pilot, on the 25th of the same month he was severely wounded by a shot from the British frigate Belvidere, then in chase of the said schooner; that he was taken prisoner and sent to the hospital at Hamilton, in the Island of Bermuda, where he remained eighty-two days, when, his wounds being healed, he was transferred to Halifax, and thence to Salem, Massachusetts. The petition is accompanied by the deposition of the petitioner and sundry other documents, by which it is proven, to the satisfaction of the committee, that the petitioner was, at the time of his capture, in the regular discharge of his duty as a pilot, and that he has at no time received any compensation for his services or detention. It also satisfactorily appears that the wounds of which he complains were received at the time, and in the manner, by him stated. But, by the certificate of the surgeon by whom he was recently examined, it would appear that the disability thereby produced has not been such as to entitle

him to be placed on the list of invalid pensioners. The committee are, however, of opinion that he is justly and fairly entitled to compensation for his services, and for the time he was detained as a prisoner—the severity of his wounds being such as, in all probability, would have prevented him from engaging in his regular pursuits, even if he had been released at an earlier date. The committee propose to fix the compensation to be allowed him at two dollars per day, amounting to three hundred and ninety dollars; and therefore report a bill granting that sum for his relief.

20TH CONGRESS.]

No. 367.

[1ST SESSION.]

ON THE EXPEDIENCY OF TESTING URIAH BROWN'S SYSTEM OF COAST AND HARBOR DEFENCE, BY FIRE SHIPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 10, 1828.

Mr. DORSEY, from the Committee on Naval Affairs, to whom was referred the memorial and documents of Uriah Brown, relative to a system of harbor and coast defence of the United States, by means of "impregnable and invincible fire ships," reported:

That they have examined, with much interest, the subject referred to them. It appears that, during the late war, the inventor, then a resident of Baltimore, conceived the plan of a ship to be propelled by steam, to be proof against cannon shot, and to throw liquid fire upon the ships of the enemy, by the means of an ejecting fire apparatus of very great force, placed within the vessel.

To test the inflammable properties of the liquid when projected, experiments were made, and proved highly satisfactory. A committee was organized, and subscriptions to a large amount made, to build a vessel upon the plan proposed.

The termination of the war arrested any further progress in the building of the vessel.

It appears to your committee that the invention has been examined by scientific men, and its practicability and utility sustained by the concurrent testimony of enlightened theorists and practical engineers. They, therefore, deem it their duty to submit to the consideration of Congress the expediency of authorizing the President of the United States to cause experiments to be made, under the direction of a board of engineers, to ascertain if the interest of the United States would be promoted by adopting and incorporating this invention with other means of national defence; and for that purpose they beg leave to submit a bill.

DOCUMENTS ACCOMPANYING THE REPORT.

A committee having been requested by Mr. Brown to examine his mode of harbor defence, met at the mayor's office on Saturday, the 1st inst., and made the following report:

Mr. Uriah Brown having made several experiments in the presence of a vast concourse of the citizens of Baltimore, showing *satisfactorily* the practicability of communicating fire to ships-of-war, we, the subscribers, having been requested by Mr. Brown to examine the model of a boat to be propelled by steam, and to resist the fire of an enemy, have accordingly examined the same, and respectfully offer an opinion to the public on the subject.

It is impossible, perhaps, to decide, with absolute certainty, upon the success of any such project before the trial has been made; but it appears to us that both the boat and the mode of applying the fire afford the strongest grounds for believing that it will *effectually* answer the purpose; and we recommend the project to the patronage of the citizens of Baltimore, as presenting, in all probability, the means of insuring the waters of our vicinity an absolute exemption from the hostile visits of the enemy's ships.

EDWARD JOHNSON, *Mayor of the City of Baltimore.*

WM. H. WINDER, *Brigadier General United States Army.*

C. DESHON, *Merchant.*

R. T. SPENCE, *Post Captain United States Navy.*

JAMES MOSHER, *President of the Mechanics' Bank.*

JOHN DAVIS, *Civil Engineer.*

WM. STEWART, *Colonel United States Army.*

JOHN SNYDER, *Merchant.*

J. H. NICHOLSON, *Judge United States District Court.*

TIMOTHY GARDNER, *Sea Captain.*

THORNDIKE CHASE, *Pres't of the Market Bank, Baltimore.*

WM. PECHIN, *Editor of the American Daily Advertiser.*

T. SHEPHARD, *Merchant.*

WILLIAM FLANIGAN, *Naval Architect, &c.*

JAMES CORDERY, *Naval Architect, &c.*

WM. PARSONS, *Naval Architect, &c.*

BALTIMORE, July 3, 1814.

Personally appeared before me, H. W. Bool, jr., of the city of Baltimore, who deposes that the above is a true copy from the files of the American Daily Advertiser, published in this city now, and was at the above date. This copy was read by William Bose, one of the editors, the whole of which was copied by this deponent.

H. W. BOOL, JR.

BALTIMORE, January 11, 1827.

Sworn to and subscribed before me, this 11th January, 1827.

WM. A. SHAEFFER, *Justice of the Peace in and for the City aforesaid.*

NAVY DEPARTMENT, December 23, 1814.

SIR: In obedience to an order of the honorable the House of Representatives, of the 6th instant, referring the memorial of Uriah Brown, "and such part thereof as relates to operations on the water," to the Secretary of the Navy, I have the honor to report:

That the system of annoyance presented by Uriah Brown appears to combine principles of science distinct in their nature, and which may be classed under the following heads:

1st. The construction, capacity, and stability of the vessel for the purposes proposed.
2d. The power of the machinery for propelling, and the security of the enginery for ejecting the inflammable fluid successfully to its object.

3d. The efficacy of the whole system, and its probable effects on the enemy's vessels in our waters.

First. The construction of the vessel of a sufficient thickness to render it impervious to the shot of an enemy, of a capacity to contain the whole machinery, with men, fuel, &c., and covered with sheet iron to prevent combustion, appears well calculated, upon the principles of an inclined plane, to reflect shot at any possible angle at which they can be fired from a ship to be assailed; and, upon the well-known principles of *Richochet* firing, if a ball be fired and impinge on a plane of oak timber, at an angle of about forty-five degrees, it will be reflected at nearly the same angle as the angle of incidence, and will continue to rebound until its force is overcome by its gravity and the resistance of the atmosphere.

The guns of a ship-of-war cannot be depressed more than ten, or, at most, twelve degrees, which angle, meeting the approaching vessel at any point, cannot penetrate the mass of wood and iron so as to endanger her safety or impede her progress; and the means of defence are ample to defeat an attempt at boarding with armed boats, and to destroy those who may be in them.

Second. The power of the machinery for propelling, and security of the engine works within the vessel for ejecting the inflammable fluid. The propelling power by steam is practically known. The security from injury by the shot of an enemy's ship is clearly demonstrated in the plan and drawings; while the rapidity of approach by steam, at the rate of five miles an hour, and the low surface presented to the enemy's fire, lessen the chances of any one shot taking effect injuriously: while this vessel, pursuing her course in the night, or approaching an enemy in a calm, and choosing the point of attack, combines more advantages than any other plan, in proportion to the expense, that has been offered to the Navy Department.

Third. The efficacy of the whole system, and probability of success in operating against the enemy's vessels. As respects the security of the machinery, in connection with the power necessary to effectual operation, the care of the artist, the solidity of the workmanship, and a thorough knowledge of its principles, are all so essential, that the operator must combine the talents and mechanical knowledge to direct and decide these important points for self-preservation.

The experiment having recently been made, in the presence of thousands, of the irresistible power of Mr. Brown's liquid fire, to envelope in flames any combustible object at which it is directed, appears to have produced conviction of its efficacy.

I humbly conceive that it may be successfully applied to drive the enemy from our bays and harbors; and more particularly on the lakes, it may be the means of obtaining our absolute ascendancy.

Should Congress, in their wisdom, patronize the attempt, the result would probably justify the means and the expense.

All which is respectfully submitted.

I have the honor to be, very respectfully, sir, your obedient servant,

BENJAMIN HOMANS, *Acting Secretary of the Navy.*

The Hon, the SPEAKER of the House of Representatives.

WASHINGTON CITY, December 25, 1826.

I have examined the plan of Mr. Uriah Brown, having for its object to communicate fire to ships-of-war.

It seems to me that this plan combines strength of construction against an enemy's shot, with security to the propelling engine destined to reach within the proper range of the incendiary liquid.

I deem that Mr. Brown's plan offers fair chances of success; and, should experiments prove its efficiency, I believe that it might become a very valuable auxiliary in the defence of our harbors and open bays.

BERNARD, *Brigadier General.*

I fully concur in the foregoing opinion of General Bernard.

A. PARTRIDGE.

On the 29th of December, 1826, Captain Partridge, principal of the American Literary, Scientific, and Military Academy, at Middletown, Connecticut, who was on a visit to this city with his pupils, delivered a lecture on *National Defence*, in the hall of the House of Representatives, to a numerous and highly respectable audience. The following is an extract from his lecture, as published in the *National Intelligencer*:

"In addition, and in connection with land batteries, he recommended floating batteries and fire ships as preferable, in point of utility and economy, for the defence of our bays, rivers and harbors. He said it was impossible to defend every assailable point that an enemy might attack with a movable force; and, therefore, recommended a similar force, calculated to arrest his progress. He remarked that the powerful effects produced by the Greek fire ship upon the Turkish navy had been made apparent by repeated trials: that they are calculated to strike terror into an enemy.

"Connected with fortifications, he said, steam frigates, floating batteries, and fire ships, the latter as lately improved by Mr. Uriah Brown, of Baltimore, constituted a system of defence to be relied on for defensive and offensive operations within our own waters. He had examined Mr. Brown's plan, and had no hesitation in joining his opinion to that of others—men every way qualified to decide on a subject of

so much importance to the nation. This gentleman had submitted a memorial to the House of Representatives, requesting that the subject might be taken into consideration.

"Experiment, the great test of all inventions, had proved that this plan was susceptible of the utmost utility as a means of coast and harbor defence. It had been submitted to the examination and investigation of many scientific men of great repute, who had pronounced an unequivocal opinion in favor of its utility.

"The plan of this vessel was predicated on the principle of inclined planes, and calculated to resist the shot of an enemy by reflecting them at any and every angle at which they might be directed by the ship to be assailed. The size of the vessel was calculated to be 125 feet in length, and 50 in breadth; to be propelled by steam power.

"The inflammable liquid matter, ejected from this machine by means of steam or any other adequate power, was calculated to operate with complete effect upon any combustible material, at a distance of 200 yards, and instantly to envelope in inextinguishable flames any vessel subjected to its operation. A shot striking this body would *ricochet* or rebound so as to do no injury to the machine or vessel; and the probability was that, from the low surface presented to the enemy's fire, not one shot in 300 would take effect.

"Captain Partridge said he felt fully satisfied in his own mind that this system of auxiliary defence was capable of great utility, perhaps of some improvement, and certainly worthy of the notice and attention of those to whom the defence and protection of this nation were entrusted."

ENGINEER DEPARTMENT, *Washington, February 3, 1827.*

SIR: In compliance with your instructions to me, given under the order of the House of Representatives, of the 29th of December last, directing "that so much of the petition of Uriah Brown, this day presented, as relates to his system of annoyance and destruction of an enemy on land be referred to the Secretary of War, to report his opinion thereupon to the House," I have examined Mr. Brown's project of a fire ship, called the "Navis Conflagrator," a description of which will be found in the enclosed paper, marked A, and am of opinion that the principles upon which it is founded are correct; but how far it may be practicable to put into operation such a machine, can only be determined by experiment.

Should experiment result in a favorable exhibition of the practical powers of the machine, I have no doubt it would, in the hands of skillful and brave men, prove a very valuable auxiliary in the defence of ports, harbors, anchorages.

As far as I am informed, the invention of Mr. Brown is new; and if an experiment could be made without involving too great expense, of which I have no means of forming an estimate, I would recommend that it should be made.

I return Mr. Brown's petition to Congress, with the drawings and other papers relating to the subject of it, which were referred to me,

And am, with great respect, your obedient servant,

ALEXANDER MACOMB, *Maj. Gen., Chief Engineer.*

HON. JAMES BARBOUR, *Secretary of War.*

WAR DEPARTMENT, *February 3, 1827.*

SIR: In relation to the subject of the order passed by the House of Representatives, on the 29th of December last, directing "that so much of the petition of Uriah Brown, this day presented, as relates to his system of the annoyance and destruction of an enemy on the land, be referred to the Secretary of War, to report his opinion thereupon to the House," I have the honor to transmit herewith a report of this date from the chief engineer, and another from Brigadier General Bernard, dated the 25th December last,

And am, very respectfully, sir, your obedient servant,

JAMES BARBOUR.

HON. JOHN W. TAYLOR, *Speaker of the House of Representatives, Washington.*

Estimate of expenses to be incurred in making experiments for the purpose of testing the correctness of the principles involved in the plan invented by Uriah Brown for the structure of an engine of war, adapted to the defence of the coasts and harbors of the United States.

1,200 cubic feet of white oak timber, to construct a plane for a course of experiments in firing, at 25 cents per foot.....	\$300 00
2,800 pounds iron bolt, for the above plane, at 5 cents per pound.....	140 00
4,000 pounds quarter-inch rolled iron, for the above plane, at 12½ cents per pound.....	500 00
200 pound spikes, for the above plane.....	20 00
1 cross-barred grating, for the above plane, weight 3,545 pounds, at 12½ cents per pound....	443 12
1,650 pounds powder, (150 rounds of cartridges) at 25 cents per pound.....	412 50
4,800 pounds of thirty-two-pounder balls, at 5 cents per pound.....	240 00
2 hollow spheres, (for testing the effect of the inflammable liquid) constructed of the best half-inch rolled iron, contents 1,100 gallons, weight 6,690 pounds, at 25 cents per pound.....	1,672 50
4 cast iron flanges, for the above spheres, weight 7,500 pounds, at 6 cents per pound.....	450 00
5,000 pounds of cast iron pipe, at 6 cents per pound.....	300 00
1 adjutage pipe, with ball and socket joint.....	40 00
3 large stop-cocks, at \$20 a piece.....	60 00

1,000 gallons inflammable liquid, at 75 cents per gallon.....	\$750 00
Expenses of making the necessary experiments for testing the principle of propeling vessels upon the plan proposed, including the cost or charter of a vessel suitable for the purpose, condensing pump, propelling wheel, air chamber, packing boxes, fuel, labor, &c.....	2,671 88
Total amount.....	<u>\$8,000 00</u>

URIAH BROWN.

WASHINGTON, May 6, 1828.

20TH CONGRESS.]

No. 368.

[1ST SESSION.]

STATEMENT OF THE NUMBER OF MIDSHIPMEN APPOINTED DURING THE FIRST SESSION OF THE TWENTIETH CONGRESS.

COMMUNICATED TO THE SENATE MAY 23, 1828.

NAVY DEPARTMENT, May 22, 1828.

SIR: In answer to the resolution of the Senate, of this date, the Secretary of the Navy has the honor "to lay before the Senate" the enclosed paper, A, which contains "a statement of the number and names of the midshipmen appointed since the commencement of the present session of Congress, together with a statement showing the particular State to which each appointment has been charged." The number appointed is ninety-four.

I am, very respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. SAMUEL SMITH, *President of the Senate, pro tem.*

A.

List of midshipmen appointed during the present session of Congress, in the several States.

IN MAINE—4.

James Alden, jr.
Daniel F. Dulany.
Lorenzo Redman.
John Wyman.

NEW HAMPSHIRE—3.

Samuel Larkin, jr.
John P. Parker.
J. J. B. Walbach.

VERMONT—4.

Charles H. Cotton.
George Emmons.
George P. Ricker.
Charles Sperry.

MASSACHUSETTS—6.

Henry French.
George W. Gay.
Samuel N. Greene.
Samuel R. Knox.
Thomas Russell.
William Stearns, jr.

RHODE ISLAND—1.

William Taylor.

CONNECTICUT—None.

NEW YORK—6.

Franklin Clinton.
Augustus L. Case.
Edward H. Perkins.
Joseph W. Revere.
Charles Root.
Milo H. Smith.

NEW JERSEY—1.

Robert Deacon.

PENNSYLVANIA—7.

B. S. B. Darlington.
Charles Henderson.
Edward Hopkinson.
Charles Heller.
H. B. Robinson.
H. S. Stellwagen.
William C. Spencer.

DELAWARE—None.

MARYLAND—4.

William H. Bryan.
James M. Frailey.
Robert F. Pinkney.
H. C. Tilghman.

DISTRICT OF COLUMBIA—None.

VIRGINIA—5.

Lloyd J. Bryan.
W. C. Banister.
James E. Brown.
Octavius T. Fairfax.
Cincinnatus Pryor.

NORTH CAROLINA—6.

William H. Burges.
James W. Cooke.
Samuel W. Ellis.
John B. Muse.
H. J. Paul.
J. T. Williams.

SOUTH CAROLINA—7.

Percival Drayton.
Henry C. Flagg.
James Heriot.
Francis E. Joyner.
R. P. Mayrant.
John L. Ring.
Charles Steedman.

GEORGIA—5.

F. V. Delberghe.
H. J. Harlstone.
Horace A. Harrison.
George Macomber.
John W. Taylor.

ALABAMA—3.

Allen Asher.
T. M. Crenshaw.
J. T. McLaughlin.

MISSISSIPPI—None.

LOUISIANA—None.

TENNESSEE—7.

Lawson C. Love.
James M. Lockert.
Hendrick Norvell.
T. H. Perkins.
Thomas Petway.
A. M. Pemock.
S. W. Wilkinson.

KENTUCKY—11.

George Barbour.
John A. Coyle.
John C. Graham.

A. A. Holcomb.
Henry H. Lewis.
Alexander McClung.
D. B. Ridgley.
Benjamin F. Sands.
John G. Todd.
Thurston M. Taylor.
Francis B. Wright.

OHIO—11.

William H. Ball.
John Borden.
A. D. Beasley.
N. English.
William H. Inskip.
J. Moorehead.
D. McDougal.
Ezra Read, jr.
George L. Selden.
Wylls Silliman.
R. P. Welsh.

INDIANA—None.

ILLINOIS—2.

N. E. Lane.
William O. Slade.

MISSOURI—None.

MICHIGAN—None.

ARKANSAS—1.

William G. Elliott.

FLORIDA—None.

20TH CONGRESS.]

No. 369.

[1ST SESSION.]

DIFFICULTIES IN OBTAINING SEAMEN FOR THE NAVY—THEIR CAUSE, AND MEASURES FOR THEIR REMOVAL.

COMMUNICATED TO THE SENATE MAY 26, 1828.

NAVY DEPARTMENT, *May 23, 1828.*

Sir: The Secretary of the Navy, in answer to the resolution of the Senate, directing him to report "whether any, and what difficulties have occurred in obtaining seamen for the navy, the cause of such difficulties, and what measures may be necessary to remove them," has the honor respectfully to present the following report:

Previous to the time when the resolution passed, great delay had occurred in enlisting seamen for our public vessels. Some of them had been detained in port several months by this cause, and others were permitted to go to sea, with a smaller number of men than was desirable, or than would, perhaps, have been entirely safe in a state of war. An allusion to this inconvenience, in a report from the Department, probably induced the inquiries made by the Senate.

When the resolution was received, some changes had already taken place, and at the time mentioned for making the report, it was not possible to designate with accuracy, or in such way as would communicate useful information, the difficulties to which it referred. Since that time, changes, both favorable and adverse, have been constantly occurring; and even at this moment it is not practicable to do more than to notice the circumstances which, at different periods, have created greater or less delay and trouble in manning our vessels, and to suggest the remedies which seem best fitted to relieve from future embarrassment. These circumstances will be found to differ materially, both as to permanence and influence; but the remedies which will be suggested are believed to be such as will grow in importance as the navy advances in strength.

First inquiry.—"What difficulties have occurred in obtaining seamen for the navy?"

Regular recruiting rendezvous are established at five naval stations: Boston, New York, Philadelphia, Baltimore, and Norfolk. These are opened by officers assigned by the Department to that duty, whenever seamen are wanted, and closed as soon as a supply for the immediate calls of the service is obtained. In a state of war, it has been found expedient, and necessary sometimes, to open them at other places. In peace, none but these are used.

The officers who superintend the rendezvous, are provided with appropriate instructions, and also with

forms for the contract which the seamen are to sign, and for the returns which they have to make each week, and sometimes each day, to the Department. The periods for which enlistments are made cannot exceed three years (law of 15th May, 1820, vol. 6, page 540); and very few are now made for a shorter time.

The pay was fixed by the President of the United States, by authority of the law of 18th April, 1814, (vol. 4, page 704) and since its passage has been invariably at \$12 per month for able seamen, and less in proportion for ordinary seamen, landsmen and boys. It has not been raised even when they were scarce and difficult to be procured, because it would not be easy to reduce it when the necessity had passed by, without creating dissatisfaction.

The President is also authorized to order a bounty to be given on enlistment, and it has sometimes been proposed to give it, in order to fill the vessels more rapidly; but was declined, from a reluctance to commence a system of the kind in time of peace, which could not well be discontinued, and which ought to be reserved for the pressure of war.

The pay, before mentioned, has generally been inferior to that given in the merchants' service, which has varied from twelve to eighteen dollars per month, within the last three or four years.

There are no materials in the Department from which an accurate estimate can be formed of the average numbers enlisted in each month, previous to the year 1824. Since that time, returns and records have been made, which furnish this information. In 1824, the average per month was about 200—in the following years, about 100. In these latter years, it required six months to obtain a crew for a ship of the line, four months for a frigate, and one and a half for a sloop-of-war. The difficulty related principally to good seamen. Ordinary seamen and boys are almost always abundant. It became necessary, therefore, when vessels were to be put in commission, that the rendezvous should be open long before they were to sail; and a considerable portion of the term of enlistment had passed, with many of the men, before the cruise commenced. Thence it was impracticable to keep our vessels out for three years, without creating the necessity of re-entering the men, or discharging them in foreign countries, which has sometimes been done.

These facts will explain the extent and operation of "the difficulties which have occurred in procuring seamen for the navy;" and which will probably augment, if some provision be not made, and some system adopted which will secure to the nation a full and constant supply of native American seamen, sufficient both for the mercantile and military marine.

The following may be enumerated among the causes from which the difficulties have arisen:

1. The higher wages in the merchant service, with the allowance of small stores, have created a temptation not easily to be resisted by sailors, nor overcome by the recruiting officers. The average difference in the wages is believed to have been about one-fourth. The allowance referred to relieves them from some of the inconveniences to which their situation and labors expose them, especially for a short period after their enlistment and entrance on board the vessels.

2. The failure to recall the vessels, so as to effect their discharge in our own ports at the expiration of their enlistment. It is exceedingly unpleasant for them to be detained longer than their contract stipulates; and their discharge in foreign countries exposes them to hardships and losses, which sometimes render them unwilling again to enter into a service which they would otherwise prefer.

3. It is the practice to enlist, not for particular ships, but for the general service—and it is not to be doubted that this has caused delay, at times when sickness or other evils existed, or were supposed to exist, upon some of the stations, and the sailors were unwilling to go to them. They always prefer to enter for particular ships, whose destinations they know; and especially for such ships as are esteemed fortunate. Their partialities and superstitious feelings are very strong. But this objection could not well be obviated by the Department. The number of our vessels in commission is small; it is necessary often to change them from one station or cruising ground to another. Our period of enlistment is definite, and often terminates before the vessel can be brought home. These, and other causes, sometimes occasion a transfer of the crew from one vessel to another. If they were enlisted for particular vessels, we should be compelled to sustain serious inconvenience, or create dissatisfaction, by not adhering rigidly to the terms of the contract. It is believed to be much better to enlist more slowly, and to have entire control as to the place and time of service, and not hazard a violation of the faith of the government.

4. The want of proper hospital establishments, for their comfort and accommodation in sickness and old age. This is almost the only subject on which the forecast of the seamen is exercised. He will trifle with property, disregard health, and leave to-morrow to provide for all the necessities which it may bring upon him—yet he anxiously desires to look forward to a comfortable asylum, when disease and age overtake him; and if there be better hospitals and asylums for him in the merchant service, he will make that a ground of preference. The hospitals connected with the navy establishments have heretofore been unworthy of the naval service and of the country—temporary in their nature, confined in their accommodations, and offering no anticipations of comfort to the sailor, when misfortune shall compel him to resort to them. And he feels the more keenly on the subject, because he is obliged every month to pay his twenty cents for this object, and he knows that the nation has never yielded a dollar of its treasure to furnish him with these necessary means of security and relief, after he shall have faithfully served it, and fought its battles.

5. A slight diminution has been produced by steam navigation in the number of those who are employed in our rivers and bays, and on the coast, and who, after a little experience there, usually find their way to the ocean, to vessels engaged in foreign commerce, and to our public ships. This cause has not yet effected serious results, but will probably augment in importance. The coasting tonnage of the United States, exclusive of steamboats, rose, in the year 1826, from 587,273 to 666,420 tons, and causes are in operation to create a further increase; still its growth will probably be less rapid than if steam were not used at all in our navigation. The employment which it will afford, and the number which it will attract to the ocean, will be proportionably less.

6. A species of commerce has been carried on for some years past, which has drawn away some of our seafaring people, and occasionally produced delay in manning our ships. Not less than two thousand seamen have gone out in vessels which have been built here to be sold in the countries to the south of us. Most of these were men who usually found employment in our public vessels, and the larger part of them have not returned to the country. Some have entered another service—some have perished—others have been restored, through the agency of our consuls and the commanders of our ships-of-war.

7. A number of our seamen, principally those of foreign birth, have entered into privateers and into

the service of Mexico and the South American governments, being tempted by bounties, the promise of higher pay, and the hope of prize money. This evil is passing by. Experience has not, in its full force, continued the temptation under which they acted. They are beginning to return, and will not probably again leave our service for the same objects and in the same quarter.

8. The increase of our shipping has rendered it difficult for the supply to keep pace with the demand. In 1822, our tonnage amounted to 1,324,699; in 1823, to 1,336,565; in 1824, to 1,389,163; in 1825, to 1,425,111; in 1826, to 1,534,191; being an average increase, per year, for four years, of about 52,373 tons, requiring an average annual increase of about 2,700 sailors. If the future augmentation of our tonnage should be proportioned to that which occurred in 1825 and 1826, as it probably will be, the annual increase of seamen to meet its demands must be more than 5,000. The operation of this cause is not diminished, in its effects, by the practice of our merchants. Economy in navigation induces them to take, as far as practicable, able seamen only, and to exclude boys and inexperienced men: hence, while in other countries the average number of hands is about one for fifteen tons, in ours it is about one for nineteen. Our vessels are, therefore, navigated more cheaply. But we do not afford a proportionate opportunity and sufficient nursery for training and educating the young to meet our future wants.

9. The number of foreign seamen in our employ: There have, at all times, been some of these, but they increased with great rapidity during the continuance of those struggles which succeeded the commencement of the French revolution. They sought here the greater security and comfort, and the higher wages which our prosperous commerce afforded. Upon a change of circumstances, many returned to their respective countries, and their places were not promptly supplied. It has been calculated that in the years 1806, '7, and '8, at least one-sixth of all the seamen navigating American vessels were foreigners by birth. This calculation was, probably, then, and would be even yet, too low. In our coasting trade and fisheries, very few but native seamen are employed; but in the different branches of our foreign trade, not less than one-fourth are foreigners. In the navy there are more than that proportion. The effect of this circumstance it is not difficult to estimate. Delays and embarrassments will often be produced in making enlistments, which would not exist if all or nearly all were native American: and it may be added, that, from the same source have arisen much the larger portion of our inconveniences as to discipline, crimes and punishments. It would be fortunate, in every respect, if not one man floated upon an American bottom, either mercantile or military, who did not claim American soil as his birth-place.

The joint operation of these causes, with some others of less influence, will account for the "difficulties which have occurred in enlisting seamen for the navy." "The measures which may be necessary to remove them," should be applied to the nature of these causes, and comport with the character of our institutions. They should be addressed to the interests, and to the freedom of action and choice in the citizen, and not to the exercise of violence or compulsive power. Impressment is the instrument of undelegated authority, and to be tolerated only where the citizen does not feel his right to that equality on which our institutions rest.

1. It is not believed to be expedient to increase the pay. It is already sufficient to procure the necessary numbers, provided other remedies within the power of the government be applied. This one should be reserved for times of greater pressure. The ration, which is fixed by law, and which may be regarded as a part of the pay, and the allowances upon entering on ship-board, might be usefully changed in some respects. Notice has been taken of this point in former reports to Congress to which reference is made.

2. The contract with the seaman should be scrupulously respected, and he should be discharged when it expires, and in his own country. If this be not done he is dissatisfied, and unwilling again to enlist; and his services are often lost forever to his government when he is landed in a foreign country, without the means of comfort and the power to return immediately. It is obviously impracticable in every instance to accomplish this desirable object, because the time of the seamen expires at different periods. It is also difficult to reduce the length of the cruises of our vessels without greatly augmenting the expense of supporting our squadrons abroad. With the number and size of our vessels now in commission on the different stations, a reduction of the length from three to two years would create an annual addition to the expenses of supporting the navy of not less than \$150,000; still the object is so desirable that every effort has been and should continue to be made to secure it. In June, 1827, a general circular letter was sent to the commanding officers at sea, and at the recruiting rendezvous, giving instructions upon the subject, which has already produced a salutary effect upon the feelings of the seamen towards the service, and will eventually lead to great good. A copy of that letter is added to this report. It is not perceived that any other measure is necessary in reference to this point.

3. Hospital establishments suited to the wants of the navy, and calculated to answer the just expectations of our seamen, can only be provided at an early period by legislative aid in appropriating money for that purpose. And the conviction is earnestly but most respectfully expressed, that there is no object on which a portion of the public funds could be bestowed with more advantage to the interest of the naval service, or to the honor and justice of the government and nation.

Heretofore nothing has been expended upon it which was not drawn directly from the meagre pay of our officers and seamen. They have been exclusively taxed to provide establishments which the humanity of the whole nation ought to have erected, and on which a portion of the national pride should have rested. Even that money taken from our seamen has not, until recently, been devoted to its proper destination—but has sometimes been used for other purposes. Reference on this point is made to the reports heretofore presented to Congress. For three years past laborious attention has been paid to secure to the hospital fund all that it was entitled to receive under the law, and to commence and prosecute a system which should in the end furnish the buildings and accommodations which would be necessary or useful. By an order dated 11th March, 1824, all the money deducted from the pay of the officers and seamen is regularly transferred to the fund on the first day of every quarter. Sites have been purchased at Boston, New York, Philadelphia, and Norfolk, and arrangements made for selecting one at Pensacola. An asylum at Philadelphia, and an hospital at Norfolk have been commenced, and are progressing as rapidly as the magnitude of the buildings will justify. With sufficient funds at the control of the commissioners, the hospitals at the places mentioned might be completed in two years, and a system established which would meet the wants of the navy for half a century to come; perhaps forever. And should it be the will of Congress to make a suitable appropriation for this interesting object, a most salutary effect would be wrought upon the inclinations of seamen to enter the service, and upon all its highest and best interests.

For those difficulties which arise from steam navigation—from the commerce in vessels—from enlistments in the service of other governments—from the augmentation of tonnage—from the practice of taking few boys and green hands—and from the number of foreign seamen in our employ, there seems to be but one adequate and appropriate remedy, which is such an increase of native *American seamen* as will answer every demand of our mercantile and naval marine. It will not be easy speedily, if at all, to attain this result. The process must be slow; but it is worth the sacrifice of time, convenience, and money which it will require.

It is peculiarly important that those who navigate our public ships should be *native Americans*. Our seamen are believed to be, at least for our own purposes, better than those of any other nation; economical, vigorous, hardy, skillful; taught in the best schools; bred in the best nurseries; not ignorant of their rights; but governed with ease when governed with justice. It is desirable not to mingle other and worse materials with such men; to injure their habits, create a spirit leading to insubordination and crime, and when the hour of action comes, to have among them those who must contend, not for, but perhaps against their native flag. In peace we can do better without foreign seamen; in war, slight temptations of avarice, and other causes, will lead them from us; and their presence will give us less confidence in battle. Every sailor in our ships should have *located here* all those attachments which bind man to his country. Long and steady service under his native flag will increase fidelity to it, give a more generous courage in its defence, and ensure that devotion which shields the home and the fireside from invasion.

In attaining this condition, so far as the navy is concerned, it is a favorable circumstance that habit induces the sailor to prefer our ships-of-war to the merchant or any other service; that although the discipline is more rigorous, his comforts are greater, his employments and vicissitudes less changing; he will therefore continue in them, even at less wages. If we can procure for and place in our navy as many native American seamen as are required, we shall probably be able to retain them, and thus be prepared for every event which peace or war may produce. The numbers necessary for our merchant vessels and ships-of-war may be readily estimated. Our tonnage, in 1826, amounted to 1,534,191; in 1827, probably to about 1,600,000, which, at the average before mentioned, would require about 85,000 seamen. Our ships-of-war now in commission demand about 4,800 seamen, ordinary seamen, landsmen and boys. To man, in time of war, all the vessels which are authorized to be built, more than 20,000, including petty officers and excluding marines, would be necessary. The average annual increase has been before stated at about 5,000. What is the precise number of our own citizens, whose sole employment is upon the water, and what the number of naturalized foreigners, cannot be precisely stated. There is a great defect in the register of our seamen, a defect which ought to be remedied by legislative enactment.

It is respectfully suggested as proper:

1. That foreign seamen, although naturalized, be as rapidly excluded from our navy as possible. In conformity with this suggestion, an order has been issued to the officers engaged in recruiting, directing them to seek, first, native Americans, and to enlist none others except as matter of necessity. It is believed that this order will accomplish the design to a considerable extent.

2. That a larger proportion of landsmen than heretofore should, while peace continues, be placed in our ships. An order to this effect has also been issued, and a direction given that none be enlisted under eighteen nor over twenty-five years. Good landsmen of the proper age will, after one cruise of two or three years, become good ordinary seamen, and after a second cruise be good seamen, and continue permanently in the service.

3. That landsmen be enlisted in the interior. Such as are picked up in the cities are generally dissipated men, advanced in years, with bad habits and enfeebled constitutions, who never can become useful in any capacity. On the contrary, young men may be enlisted in the country whose constitutions are vigorous, whose habits are good, and who will soon make efficient seamen. By this course, also, a more general feeling will be created in favor of the navy—the right arm of the national defence.

A conviction of the importance of this measure, and a desire to test its practicability, induced the Department, a short time since, to establish a rendezvous in the neighborhood of Carlisle and Harrisburg. Thus far it promises all that was hoped for from it, and should it continue to prosper, it will be used hereafter as necessity shall call for it, and the same plan will be adopted in other places.

4. That legislative provision be made to require merchant vessels, in proportion to their tonnage, to carry boys between the ages of 14 and 18; at least one for every hundred tons. In making this recommendation, it is not forgotten that a slight effect will be produced upon the economy with which our navigation is conducted, nor that the subject has been heretofore presented to the consideration of the Senate, and the proposition resisted by an able report of the Committee on Commerce. But the recommendation is believed to be sustained by the successful practice of other nations; by the absolute necessity of providing a sufficient nursery, and constant supply for our rapidly increasing mercantile and military marine; by the smallness of the burden which the provision would impose upon our navigation, and by the high importance of being supported in our commercial career by our own native citizens. The regulations for this subject do not properly find a place in this report.

But 5th. The most important measure connected with this subject is, legal authority to enlist, with the written consent of their parents, boys over 13 and under 16 years, until they arrive at the age of 21; or which would, in many respects, be preferable, authority to take apprentices of the ages and for the period mentioned. There should be from 15 to 30 in every navy yard, and two for every gun, to our vessels in commission, making, in all, in the first instance, about 1,200. Those in the navy yards should be assigned to the various duties performed there, and instructed in them, so as to furnish in a few years most competent workmen in every branch, who, being habituated to their employments, would be a steady and unfailing supply for the public wants in that department. Those in our ships should, according to their capacities, be assigned to the labors of the common sailor, and as assistants to the petty officers, and would, before the expiration of their enlistment or indenture, be perfected in their respective duties. As their terms ended, their places should be constantly supplied, so as to keep, at every moment, the full number of boys in the service. Two years would be sufficient to prepare them to act as ordinary seamen, and three more as seamen. This plan, united to that of enlisting young landsmen, would give us an annual increase of from 300 to 500 good seamen, permanently united to the service, and ultimately secure all that our interest, on this point, can require. These apprentices should be clothed in our own manufactures—denied spirits in their rations until they became men—educated by proper teachers in reading, writing, arithmetic and navigation—be entitled to hospital, pension and prize privileges—have a small

amount of money reserved for them, and paid when their time expires, if their conduct has been good, and a premium on re-entering. They would furnish, within 8 or 10 years from the commencement of the system, all our petty officers of every description, and the best rewards of virtuous effort should be presented to them in proportions to the rank of warrant officers, and if their merits justified, eventually to the highest honors of the profession.

To those who may not have carefully made the calculations, the results of such a system would appear extravagant. When compared with our present plan, it would create a saving of not less than an hundred and fifty thousand dollars annually—would give us, in every department, the greatest efficiency and skill, and, above all, would make the navy what it ought to be, in everything—American.

Respectfully submitted.

SAMUEL L. SOUTHARD.

Hon. SAMUEL SMITH, *President of the Senate of the United States.*

Circular.

NAVY DEPARTMENT.

SIR: Justice to our seamen, as well as the interests of the service, requires that efforts should be made to remedy the inconveniences which have resulted from the time of enlistment expiring, while the men are abroad, and no adequate means afforded for their return home. It will be the object of the Department hereafter, as far as circumstances will permit, so to regulate the manning of our vessels that the time of a majority of the crews shall expire about the same period, and to recall the vessels before that period arrives, so that the men may be in the United States when their contract with the government ends.

It will be obviously impossible that this should be effected in every individual instance. You will therefore consider it your duty, and it is hereby enjoined upon you, when the time of service of seamen, ordinary seamen, &c., expires during your cruise, to induce them, by all proper considerations, to re-enter for the remainder of the cruise, informing them, as nearly as you can, what will be its duration. If they refuse to re-enter, and require their discharge, let it be promptly given to them, unless urgent necessity exists for their services; and you will procure for them, if possible, a passage in some vessel to the United States, on the lowest and best conditions, giving orders on the Department for the passage money. If they refuse to take the passage, and to return home, you will apprise the Department of it, and of what you have done on the subject, and give the like information to the consul of the port nearest which you are, that he may regulate his conduct towards them with a full knowledge of the facts.

In every instance in which any person is discharged abroad, and his passage paid, or he declines accepting the passage, you will state the facts in his discharge.

I am, very respectfully, &c.

20TH CONGRESS.]

No. 370.

[2D SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN THE YEAR 1828.

COMMUNICATED, WITH THE PRESIDENT'S MESSAGE TO CONGRESS, DECEMBER 2, 1828.

NAVY DEPARTMENT, *November 27, 1828.*

The Secretary of the Navy respectfully submits the following report to the consideration of the President of the United States:

The various laws and resolutions, which were passed at the last session of Congress, connected with the duties of this Department, have received attention and been executed, as far as the means within its control would permit.

The act for the relief of William Barton was executed soon after its passage, viz., on the 21st May, 1828, by the payment to him of \$3,357.54.

The second section of the act of the 26th May last, for the relief of Francis H. Gregory and Jesse Wilkinson, was executed on the 4th June following, by the payment of \$13,237.48.

The appropriation of the 24th May last, for the naval hospital fund, has been nearly expended on the erection of buildings mentioned in the last annual report, and on other objects connected with navy hospitals; a detailed report of which will be made by the commissioners of the fund. Those buildings may be completed in the course of the next year, and will be creditable to the country, and eminently useful to the navy. Heretofore no houses have been erected and no system formed for the accommodation and management of sick and disabled seamen. Yielding constantly, through many successive years, a portion of their monthly pay for this object, they have seen no benefit result from it, and have found only temporary and uncomfortable abodes provided for them, in old age, disease, and distress. For the future, they may look forward to accommodations worthy of the service in which they have labored and bled. But much yet remains to be done. More buildings ought to be erected, and further appropriations made, by the justice and humanity of the nation. I beg to refer to the considerations presented in former reports.

Difficulties have arisen in executing the law of the 24th May last, for the better organization of the medical department of the navy, arising from what is supposed to have been an error in the wording of

the law. The first section prescribes the manner of admission to the rank of assistant surgeon, and requires an examination by a board of naval surgeons, of all the candidates for that office, and an approval by the board. It also requires a service at sea of two years, as assistant surgeon, and an examination before promotion to the rank of surgeon. These provisions of the law are in strict conformity with the previous rules and practice of this Department, since May, 1824. The fourth section declares "that every surgeon who shall have received his appointment, as is hereinbefore provided for, shall receive fifty dollars" a month, and two rations a day; after five years' service he shall be entitled to receive fifty-five dollars a month, and an additional ration a day; and after ten years' service," &c. In acting upon this law, the words "as is hereinbefore provided for," have been construed to apply only to those who have received their appointments after the examination prescribed in the first section, which excluded from the increased pay all the surgeons now upon the list. The first examinations were in 1824, and there are none who have been examined previous to their promotions who have been five years in the service. None have, therefore, received the increased pay, except when at sea, and paid under the fifth section. It is confidently believed that Congress did not intend either to require those who were already commissioned surgeons in the navy to undergo an examination, or to deprive those who have faithfully served the public for many years of the additional pay, while it was allowed to younger officers. Legislative explanation will be necessary to insure them the advantages which the law was probably intended to confer.

The act making appropriation for the erection of a breakwater near the mouth of the Delaware Bay received your prompt attention; and the execution of the law, under your supervision, was confided to the Secretary of the Navy. Immediate measures were taken to advance the work. C. C. Biddle, of Philadelphia, was appointed the agent for the disbursement of the money, and instructions were given for his guidance and direction. He has executed a bond, with sufficient sureties, for the faithful performance of his duties, in the penalty required of navy agents, and will receive the compensation allowed by law to them. His accounts will be transmitted to and settled quarterly by the Fourth Auditor of the Treasury. The fund, and the expenditures under it, will be kept separate and distinct from all others.

On the 9th of June Commodore Rodgers, General Bernard, and William Strickland, Esq., were appointed commissioners to select a site and prepare a plan and estimates for the work, for the approval of the Executive; and naval officers placed under their control to make the necessary soundings and surveys. They have been employed in discharge of the duties assigned to them, and their report is daily expected, and will be submitted for approval. William Strickland has been appointed the engineer to superintend the erection of the work. Advertisements have been issued and contracts are now under consideration for a part of the materials. These contracts will, in a few days, be executed. Preparations will be made during the winter, and in the course of the spring and summer materials will be delivered, and the work progress to the extent of the appropriation. An additional appropriation will be required during the ensuing session.

Out of the sum of \$30,000, appropriated by the "act making an appropriation for the suppression of the slave trade," passed 24th May, 1828, \$8,009.20 were paid to the representatives of Taliaferro Livingston, under the authority of the second section of that act. Of the balance, the sum of \$19,903.55 have been expended in the support of the agency on the coast of Africa, and on other objects. (See paper A.) There are claims still pending and unsatisfied, which will probably consume the residue. It was my intention to have annexed to this report a full and minute statement of all the expenditures connected with this agency, from its establishment; but Mr. Ashmun, who has several times been the acting agent, and by whom the greater part of the expenditures have been made, and especially since the death of Dr. Peaco, died during the last summer, on his return to this country. The condition in which his papers were left, and the want of verbal explanations, have created obstacles to the prompt settlement of his accounts, but the Fourth Auditor is now employed in adjusting them; when this is completed, the claims upon the appropriation can be more accurately stated.

The concerns of the agency are believed to be in a prosperous condition. There are few, if any, Africans at it, who occasion expense to the government. The houses and other property are in a good state of preservation, and will hereafter require but small expenditures.

On the death of Mr. Ashmun, Dr. Randall was appointed agent. He sailed from New York for the agency on the 12th of November. So many of the agents had died, and so many difficulties had arisen from that cause, both in the proper care of the business and property of the agency, and in rendering and settling the accounts, that it was thought expedient to appoint an assistant agent, at a small salary, to accompany Dr. Randall. Dr. Mechlin was selected for this purpose.

There are at this time in the United States only two persons coming within the description of our laws, subjecting them to removal to the agency. These were brought into the port of Mobile, in the year 1819, and being very young, were, by the then Secretary of the Treasury, placed under the care of the collector of that port. Orders have recently been given to send them to Baltimore, with a view to their transportation under the law.

On the 30th April last a message was sent by the President of the United States to Congress, giving information that 121 Africans had been landed at Key West, from a Spanish slave-trading vessel, stranded within the jurisdiction of the United States, while pursued by an armed schooner in his Britannic Majesty's service, and to which it was not believed that the law of March 8, 1819, or any of the other acts prohibiting the slave trade, applied. No provision was made by Congress for removing them from the territory of the United States, or disposing of them in any other manner. They still remain in the custody of the marshal of Florida. He was advised to hire them out, or otherwise dispose of them, in such manner as to cause least expense, until legal provision should be made on the subject. It is presumed that he has done so. In the course of the present fall he presented to this Department a claim to the amount of \$———, for their maintenance and support. The amount seemed to be unreasonably large; but no effort was made to adjust and settle it, because the Africans did not come within those provisions of the law which entrust this Department with the direction and control of Africans brought within our jurisdiction, and direct them to be sent to the agency on the coast of Africa. The Secretary of the Navy does not feel authorized to devote to this object any portion of the money appropriated for the suppression of the slave trade. It is important that some authority be given, by law, to dispose of these Africans, and settle the accounts of the marshal.

The law of the last session, for extending the term of certain pensions chargeable to the navy and

privateer pension funds, has created some embarrassments, and rendered it necessary to strike many names from the list of pensioners. In doing this, the only construction has been placed upon the law of which its words seemed naturally susceptible.

For the history and condition of the privateer fund, I beg leave respectfully to refer to a letter from the Secretary of the Navy to the chairman of the Naval Committee of the House of Representatives, dated February 21, 1828, document No. 244, and to the reports referred to in that letter. The laws upon the subject are dated 26th June, 1812, which create the fund; 13th February, 1813; 2d August, 1813; 4th March, 1814; 16th April, 1818; 9th and 26th April, 1824; and 23d May, 1828, which describe the persons to be admitted to pensions; and are the same, in substance, except as relates to children after the age of sixteen years. Numerous pensions were granted and renewed under each of the acts of 1814, 1818, and 1824. There were 203 granted under the acts of 1814, and they generally expired in or before 1820. Under the act of 1818, 186 were granted, and they expired in or before 1825; under the acts of 1824, 159 were granted, which will expire in or before 1830.

It will be perceived by this statement, that at the date of the act of last session (23d May, 1828), and for one year preceding it, there were no persons in the receipt of a pension under the acts of 1814 and 1818, the pensions under those acts having expired two or three years preceding. Now the second section of this law provides for the renewal of pensions only to those who received them under those last-mentioned acts, viz., of 1814 and 1818, and does not provide for those receiving them under the acts of 1824.

The commissioners of the fund have, consequently, refused to renew any pensions which were not received under the acts of 1814 and 1818. By this decision much complaint has been excited. The law holds out the expectation of a renewal of pensions to widows, and by this necessary construction of it, that expectation has been disappointed. It is not known whether the omission to recite the acts of 1824 was intentional or accidental. The effect of the omission is to exclude widows from any further benefit from the fund, and to leave the balance which now remains for the comfort and enjoyment of the seamen who were actually wounded and still survive. For them it would be sufficient. It amounts to \$63,270.50, and there are but 107 of them now surviving. Their situation demands the first attention, and these pensions may be continued probably during their lives, if the omission of the acts of 1824 was intentional, as the commissioners have presumed that it was, and have so constructed the law; although, by this construction no pension to any widow can be renewed. If the omission was accidental, and it was intended to renew the pensions to widows, then the fund would be destroyed within the first and second year, and nothing remain for the surviving seamen, unless Congress make an appropriation for that object. Of the 159 pensions granted under the acts of 1824, 41 expired in 1827; 26, in 1828; 20 will expire in 1829; and 72 in 1830. The effect of renewing them all will be the destruction of so small a fund as \$63,270.30. It may, perhaps, be proper to add that the widows have already received, or will receive under the law, as it is now construed, pensions for fifteen years. It is for Congress to decide whether they will make an appropriation that they may be further renewed.

The usual reports respecting the *navy pension fund* will be made. The laws regulating navy pensions have given rise to some doubts, which it would be satisfactory to have removed. With a view to exhibit the construction which has been placed upon them, that error may be corrected if it exist, the following points of practice on this subject are stated: 1st. The law of 3d March, 1817, provided pensions for the widows and children, under 16 years old, of officers, seamen, and marines, who should die hereafter, or should have died since 18th June, 1812, in consequence of disease contracted, or of casualties or of injuries received while in the line of their duty. This law was repealed by the second section of the act of 22d January, 1824. Since the repeal, deaths by disease, casualty, or injury have not been considered causes for granting pensions to widows and children, except in cases where the deaths occurred during the last war. Applications, which have been numerous, have therefore been uniformly refused, except in the cases specified. 2d. By the terms of the law of the last session (23d May, 1828), pensions are to be renewed "to the widows and children of officers, seamen, and marines who were killed in battle, or who died in the naval service of the United States during the late war," so that they may receive 20 years' pension. The words apply only to the cases of those who died "during the late war." The widows and children of no others can, under it, receive pensions. Under other laws some pensions have been granted and renewed to widows and children of those who have died since the war. These remain in the hope of some expression of legislative opinion on the point. No new ones will be granted. 3d. The pensions to children in all cases terminate when they arrive at the age of 16. The navy pension fund now amounts to about \$900,652.14.

By the 3d section of the act making appropriations for the support of the navy, for the year 1828, the sum of \$10,000 was directed to be taken out of the fund for the gradual improvement of the navy, for the purchase of such lands as the President might think necessary and proper to provide live oak and other timber for the navy. In virtue of this provision purchases have been made of several adjoining tracts of land on Santa Rosa Sound, and in the rear of the Navy yard at Pensacola, amounting, in all, to about 3,650 arpens, and costing about \$9,000. A part of this land has been placed under the care of suitable persons, and arrangements have been made to prosecute the planting and cultivation of the live oak upon it. Inquiries have also been made respecting other tracts, which it might be supposed the interest of the government to retain from sale or purchase. Examinations have also been continued on the western coast of Florida, with a view to the same object.

Trespasses continue, in some extent to be made on the timber on the public lands. Every means has been taken, both by this and the Treasury Department, to repress them, and with some success. But the inlets are so numerous and the coast of Florida so extensive, that the vessels in the navy and revenue service are not competent to watch every part of it without an entire neglect of other duties.

On the 21st of May, 1828, the House of Representatives passed a resolution requesting the President of the United States "to send one of our small vessels to the Pacific ocean and South sea, to examine the coasts, islands, harbors, shoals, and reefs in those seas, and to ascertain their true situation and description;" and authorizing the use of such facilities as could be afforded by the Department, without further appropriation during the year. To this resolution in was your earnest wish that early and full attention should be paid.

There was no vessel belonging to our navy which, in its then condition, was proper to be sent upon this expedition. The Peacock was therefore selected and placed at the Navy yard at New York, to be repaired and supplied with conveniences suited to the object. Her repairs and preparation are now nearly completed, and she will be ready to sail in a few weeks.

In looking to the great purpose for which this resolution was passed, and the difficulties and dangers which must necessarily be encountered, it seemed to be both unsafe and inexpedient to send only one vessel. But the Department did not feel that it had the authority, either to purchase another or to detach one more of the small vessels of the navy to be joined with the Peacock. Nor, indeed, is there another in the service suited to this peculiar employment. But the opinion and wish of the Department being known, an offer was made to it of such a vessel as was desired, being of about 200 tons burden, and calculated for cruising in the high southern latitudes, and among the ice islands and reefs which are known to exist there. This vessel has been received and placed at the navy yard, upon express agreement that a recommendation should be made to Congress to authorize its purchase, and if the recommendation was not approved, that it should be returned to its owner. No money has been expended under this arrangement. That satisfactory evidence might be had, both of the fitness of the vessel and its value, directions were given to Mr. Eckford, of New York, and Mr. Hart, the naval constructor at Brooklyn, to examine it and report on these points. Their report fixes the value at \$10,000. I cheerfully discharged my obligation under the agreement by an earnest recommendation that Congress authorize the price to be paid. Should this not be done the vessel will be returned.

Measures have been taken to procure information of the present state of knowledge in our country, on the subjects pointed out in the resolution, from our citizens who have been employed in the navigation of those seas, and who possess information derived from experience, which is confined very much to themselves and their log books and journals. An agent has been usefully and successfully engaged in this object, and has found few obstacles thrown in his way. Those who have been most acquainted, by business and interest, with that portion of the globe, feel the deepest solicitude for the success of the enterprise. The expedition will be enabled to sail with better guides than are usually possessed by those who embark in similar undertakings.

With a view to give the most useful character to the enterprise, it is important that persons skilled in the various branches of science should partake in it. Correspondence has, therefore, been held with scientific men, and some selections have been made, and others are now making, by the Department, of astronomers, naturalists, and others, who are willing to encounter the toil, and will be able to bring home to us results which will advance the honor and promote the interests of the nation.

Master Commandant Jones will command the Peacock, and other suitable officers have been designated.

The resolution was understood to authorize the use of the naval appropriations to furnish facilities for the expedition; and they have been used for all those objects which come within the terms in the bill of appropriation, as pay, subsistence, instruments, books, &c. But there are indispensable objects which do not come within any of the items of the bill, and for which provision is required. A bill on the subject was reported by the Naval Committee, at the last session of Congress, and placed on the list of business to be acted on, but was not reached before the close of the session. Its passage is necessary to accomplish the purposes designed by the resolution. It does not seem proper to detail the "facilities" which it is the intention of the Department to afford. One of them should be, a vessel to carry provisions, in order that upon the arrival of the expedition at the scene of operation, the exploring vessels may be supplied in such a manner that they may not be driven from their employment at too early a period, and that they may subsequently, from time to time, be further supplied from distant stations, so that no cause but the elements may arrest their labors, but they may, at all times and seasons, be at liberty to pursue their investigations without interruption. Other and obvious uses may be made of such a vessel, in the relief which it will afford should disease or death make serious inroads on their numbers. A vessel suited to this object is within the control of the Department, and will be either chartered or purchased, as the means furnished by Congress may permit. The importance of the expedition, in all its aspects, and especially in its commercial relations, has augmented, in the view of the Department, by all the inquiries and investigations which have been made; and an anxious desire is felt that nothing should be omitted which can tend to its ultimate success.

Several resolutions have at various times been passed, directing the Department to cause surveys to be made, to ascertain the practical facilities of Charleston, Beaufort, Savannah, and Brunswick, for naval purposes. They have been made during the last three years, and the results communicated to Congress as they were received. They are now completed, and it will be my duty to make a report upon the whole. These surveys, although executed as well as the circumstances in which the officers were placed would allow, and have probably been sufficient to answer the object of the resolution, yet they do not afford materials for an accurate chart of the harbors, and the approaches to them, and assist but little towards a perfect knowledge of our coasts, which can only be acquired by that scientific survey of the whole, the importance of which I have heretofore ventured to urge, and would again respectfully suggest.

All these harbors may, at times, in the future progress of our country, afford protection and comfort to a portion of our cruising vessels; but they are not believed to be places where large naval establishments can advantageously be made. Nor is it believed that it would be wise to increase the number of those establishments which we now have. These are already sufficient for the building, repairs, and equipment of our navy, as authorized by law, and such as it will probably be for many years to come. It would be productive, both of economy and efficient action, if our means were more concentrated at two or three well selected positions. A great error was committed in the early part of our naval history, in selecting, without adequate caution, our numerous navy yards; estimating them rather for temporary and local objects, than as permanent and extensive sources of defence. Immense sums of money have been wasted upon them, and necessarily so, for want of a regular system for their improvement. It will be recollected, that this evil induced an appropriation, on the recommendation of the Department, the object of which was to secure well arranged plans, by which all future improvements should be made.

The board of officers appointed to examine the navy yards, and prepare these plans, have executed their duties at Norfolk, Washington, Philadelphia, Charleston, and Portsmouth. Their work has been examined by the Secretary of the Navy and the Board of Naval Commissioners, and approved by the President. If these plans be well filled up, all of them will promote convenience and economy; some of them will exhibit establishments inferior to none in the world. It is probable experience will show, that some additions and improvements may be made to them, which will add to their value. Among these, it is believed that the one at Gosport may be rendered more important, by the introduction of the water of Lake Drummond, either directly from the lake or from the Dismal Swamp canal. Desirous to ascertain the practicability and expense of doing it, a skillful engineer was requested to make the necessary examin-

ations, surveys, and estimates. His report will be received in a short time. Should it be found practicable, at a moderate expense, and I do not doubt that it will, the use of that water for the docks, the machinery, all the wants of the yard, and for watering our ships, will be a rich remuneration.

In examining the Navy yard at Brooklyn, it was found that the nature of the soil, the confined limits, the narrowness of the channel, and the claims of individual landlords who adjoin it, were such that a plan could not be prepared which promised such usefulness; and that it would be especially difficult to form, at some future period, when Congress should see fit to authorize it, docks suited to the future and growing wants of the navy in that neighborhood. The board was therefore directed to omit forming a plan of that yard; and examinations were instituted for another location. The result was unsatisfactory. Under these circumstances, application was made to the War Department for a transfer of Governor's Island, which was believed not to be, in any respect, essential to the army. This transfer being made, the present navy yard, and that island, will afford all the accommodation which is required. And no further delay will take place, in forming and executing a plan which will promote both convenience and economy.

The Navy yard at Pensacola is the only remaining one for which a permanent plan is to be formed. Its distance from the seat of government, and the state of the yard, have heretofore prevented, not only this, but also the examinations required to decide on the expediency of erecting a railway, which the President has been authorized to cause to be erected, if he considered it proper and expedient. The yard was established only two years ago, and is at the distance of six miles from the town of Pensacola, and from all comfortable accommodation for the officers and others employed at it. It was therefore necessary in the first place to erect buildings for their accommodation, that they might be where their duties called them; and such wharves, &c., as were required by our vessels upon the West India station, when they entered the port for repairs or other objects. The improvements there have not progressed rapidly, but they are now in a state in which it would be proper that the plan should be made. It is the intention of the Department that fit persons shall, in the course of the next month, execute this duty, and make report, both as to the navy yard and the marine railway.

Those parts of the service which are under the direction and control of the Board of Navy Commissioners have been economically and judiciously managed. The reports called for, from them, will be found annexed, marked G. In the building, equipment, and preparation of our vessels for sea, increasing skill and economy are manifested; and although further improvements will no doubt continue to be made, we have the satisfaction of believing that we suffer no disgrace, when our vessels are compared with those of the most maritime and naval nations. Our navy is yet small in numbers, though we hope not feeble in efficiency. Including the vessels built, and building, and for which provision has been made by law, there are twelve ships of the line, twenty frigates, sixteen sloops-of-war, and four schooners. These are sufficient for the present wants and interest of the nation; and their increase, to any great extent, will probably not be required for a long period in our future history. No condition of either our commercial or political relations will permit its diminution. No probable change can demand a large augmentation. Under wise and efficient administration, our coasts and commercial interests may always be protected by an active force, not much, if anything, beyond eighteen ships of the line, twenty frigates, thirty sloops and smaller vessels, and ten or twelve steam batteries. Our safety lies in our peculiar position, and in having our small navy in the most perfect state of efficiency and action. It is gratifying to add, that the best hopes are afforded by its present condition, and that a gradual advance in the improvements now making in the erection of docks, and in other respects, will enable it, with certainty, to reach that state at a period not very distant.

The discipline in the service has generally been commendable, during the past year. In the few instances of a contrary character, the unfitness of the individual officers for the service has been exhibited, rather than a general relaxation or want of energy in the whole. The calls of the navy on this point, consist of a law for its organization; a law for its government, containing a criminal code, as a substitute for that now in force; a law establishing a naval school; and a revised body of rules and regulations. The three former have been presented to Congress in reports enclosing the substance of bills corresponding with the views of the Department; to which reference is now requested. The latter has been prepared, and, after leisure for examination and correction, will be approved.

The disbursing and accounting officers connected with this Department have performed their duties in a satisfactory manner; and, so far as information has been received, there has been no misapplication or squandering of the public money. In the settlement of the accounts, it often occurs that disbursing officers, and others, have claims resulting from the depreciation of Treasury notes during the last war. These claims generally arise from the notes having been placed in their hands as funds to be disbursed, and having been charged to them at their nominal value. When called to disburse them, it could, in many cases, be done only at a reduced amount. They were thus charged by the government with one sum, when, in reality, for all purposes of paying claims, making purchases, &c., they had received another. When their accounts have been presented for settlement, the Department has not felt itself authorized to make the allowances which the plainest evidence proved to be just. They thus stand as debtors on the books, and have been, I believe, in some instances published as defaulters. The records are in this mode encumbered, accounts remain unsettled, and inconvenience is created. Congress have passed acts, declaring that salaries or compensations should not be withheld when the balances against individuals were caused solely by the depreciation of Treasury notes; which has enabled those so situated to receive their salaries or compensations, and thus far afforded relief to them; but it does not relieve the accounting office from the difficulty created by this circumstance. Could authority be given, in some form, to adjust these claims, much benefit would result.

The organization of the disbursing department may be considered good, except, perhaps, in some matters relating to the pursers, in which a change would be useful. These, depending principally on the rules and regulations of the navy, ought to be remedied when they are revised.

In the active operations of the naval force during the year, there has been much to applaud, and but little to give pain. Health has prevailed, with few exceptions, and these not of an uncommon character. On this point, there is very slight, if any difference, in the several stations on which our vessels are employed.

Our squadrons have been kept on the footing indicated in the last annual report. A condensed view of them, both for the past and ensuing year, will be found in paper B. They have all accomplished the purposes for which they have been maintained.

In the Mediterranean, piracy, which excited the fears of our mercantile fellow-citizens, and induced

Congress, at the last session, to increase our force, has been diminished by various causes. The activity of our vessels; the presence of fleets belonging to several of the principal powers of Europe; the restraints of the existing authorities in Greece; and the system of convoy which has been pursued, have all operated to this desirable result. Still there is danger to be apprehended, and our squadron cannot be diminished. This danger does not arise so much from piratical cruisers, as from vessels being becalmed in the night, near the shores of some of the small islands, from which attacks are made in boats by the lawless inhabitants. Against this species of attack, it is impracticable, always, to guard by any assiduity in our naval officers. There is for it but one remedy, that of convoy, which cannot, in every instance, be afforded, and is not always sought by our merchant vessels, on account of the delay which it sometimes occasions. In other respects, our relations in that sea have called for no exercise of force.

Peace has generally prevailed among the nations on the western coast of South America, and no incident has occurred there worthy of particular notice. Our commerce is not molested on the ocean. There are no public ships to interrupt or annoy it. Should this state of things continue, our vessels will have an opportunity to extend their cruises to those portions of the Pacific most occupied by our merchant ships, and be useful to them in their pursuits. A relief squadron is now in preparation for that station, and orders will be sent to one of our vessels to return by the Society and Sandwich Islands and the Cape of Good Hope. Objects of much interest, connected with our seamen and commerce at those islands, call for the frequent presence of a portion of our armed force.

In the West Indies, no piracies have been committed. That scourge of our commerce has been entirely repressed. Occasional rumors of renewed acts of piracy, have created uneasiness; but in almost, if not entirely all the cases, these rumors were founded on misrepresentation. The annexed extracts from the commanding officer, mention some cases of this kind.* The only unpleasant occurrences have arisen from the condition of things on the land, and from vessels wearing an acknowledged and authorized flag. The commanders of two vessels, under Mexican colors, and belonging to the Mexican navy, have used the port of Key West as a place of rendezvous, from which to carry on their belligerent operations; and, in other respects, so conducted that they were ordered to depart, and a call was made on one of our vessels to enforce the order. Subsequent obedience rendered actual force unnecessary.

Another incident created some apprehension of injury to our commerce. In November, 1827, the commander of the Mexican naval forces issued a proclamation inviting those who were disposed to fit out privateers to cruise against the enemies of Mexico, to apply to him for commissions; and that every vessel on board of which might be found effects of the enemy should be conducted to Vera Cruz for condemnation or acquittal. Our commanding officer promptly communicated with this government, and with our minister in Mexico, and adopted efficient means to avoid the evil likely to result from this cause. Fortunately very few commissions were issued; and the treaty subsequently formed with Mexico, by adopting more liberal principles, relieved us from apprehended inconvenience.

The commanding officer of that squadron has expressed an opinion that the reduction of the Spanish naval force at Havana, which was said to be in contemplation, would discharge so many seamen who had been taken into service by impressment, and whose previous occupations had been in many instances those of depredation on the water, that there would be danger of the revival of piracy. Should this reduction be made, renewed zeal must be exercised and thereby serious calamities prevented.

The convulsions, also, in several of the countries bordering on the gulf, and the want of regularly organized governments in many of the ports, offer so many causes of apprehension for the safety of our commerce and property of our citizens, as to forbid any diminution of our force or relaxation in their exertions.

The continuance of the war, until very recently, between Brazil and Buenos Ayres, and the system adopted by the former in sustaining their blockades by a force at times inadequate to the object, and requiring bonds of those who entered their ports that they would not afterwards enter the ports of their enemy, have given unceasing employment to our naval force in the neighborhood of those nations. The commanding officer has been in almost daily correspondence with the existing powers respecting our vessels and seamen. A faithful view of this correspondence could not be presented without transmitting voluminous copies of letters. It is believed to embrace every instance of injustice, oppression and wrong to our citizens which was brought to his notice, and to have been productive of relief almost in every case which was not submitted to the organized tribunals of the country. Upon the ratification of peace between those governments, he returned home; a relief squadron being in preparation for that station. The continuance of our small force there, will be necessary; for, although interruption to our commerce will not arise from a state of war, the numbers who will be thrown out of employment, both on the land and on the water, will probably create injuries of a different character.

The distance from the United States at which all our vessels (except those in the West Indies) cruise, and the difficulty in transmitting money to them, induced the Department to establish a credit in London, so as to enable the commanding officers to draw, either on that city or on the Department, as should be found most advantageous. This provision has, during the present year, prevented any inconvenience to our squadrons on this point, and produced some saving of the public money.

Both in enlisting and discharging seamen, the usual difficulties have been found. The ordinary length of our cruises is three years; but in consequence of the slow manner in which they are enlisted, it is impracticable to send a vessel, especially a large one, to sea, manned with those who all have three years to serve. About one-fourth of all our crews, when they leave the United States, are bound to serve from three months to a year less than that period. The vessel must therefore be recalled before that time expires, or a portion of them be entitled to their discharge before its return. It is unpleasant, both to themselves and the government, to give them a discharge in a foreign country; but when they are entitled to it, our officers have been instructed to give it, if demanded, and there is an unwillingness to enter for the remainder of the cruise. Some are always so discharged, and others enlisted in their places. The only remedies are either enlisting for a longer, or recalling our vessels in a shorter period. The former would violate the law; the latter would create a large expense to the government. It is gratifying to state that no serious evil has, as yet, resulted from this cause, although it has sometimes placed our officers in an unpleasant situation, and should, as far as practicable, be avoided.

When seamen demand their discharges abroad, and their places are to be supplied, foreigners of every nation are taken; and from the manner in which our ordinary enlistments are made, many such

* The case of the Carraboo, of which reports have recently been received, may form an exception to these remarks.

are found among our crews at all times. They are a distinct class of people from those useful citizens who have sought protection under our institutions, and made our country their home. Very few of them have their interest located here, or are bound to us by one of all the ties which connect man with his country. They produce a large proportion of the offences and insubordination of which we have to complain; and, when their time expires abroad, seldom return—for their home is not here. Instructions have been given to avoid them in enlistments; and it is hoped that the time is not distant, when wise legislative enactments will raise up an abundance of seamen, acquainted with and attached to the service, whose interests and hopes are centred in our country. I have heretofore submitted my ideas on this subject, and respectfully refer to them. Legislative action upon it is demanded by high and imposing considerations.

The situation of all South America, for several years past, has offered temptations to some of our seamen to leave their country for a time, and adventure in the service of another. They have uniformly had cause to regret the folly of their course. A part of them have been found by our vessels in want and distress. An uniform course of kindness to them has been prescribed to and exercised by our officers, and many have been restored to the country, and will not be likely again to desert it.

A few years since, many complaints, some of them very unjust, found their way to the public, respecting the carrying of specie in our public vessels. The subject attracted the attention of the Department, and instructions were given, in 1824, designed to correct any error or misconduct which might exist in the exercise of the right admitted, and of the duty imposed by law in that matter. It is gratifying to state that, during the past year, no complaint on this point has reached the Department, and it is believed that in the few instances in which specie is now carried in our public ships, it is equally beneficial to the country and fair and legal in our officers.

The marine corps remains in the condition in which former reports represented it; and no new suggestions respecting its organization and interest will now be offered. The number of our navy yards and vessels in commission is so great, that the corps cannot supply full guards for them. An order was therefore prepared to withdraw those from the navy yards at Philadelphia and Portsmouth, and substitute watchmen. This order has been suspended for the present, but it will probably be found necessary to issue it after a short time.

A list of deaths, resignations, and dismissions is added. (Paper C.)

The usual estimates for the navy and marine corps are enclosed. (Papers D, E and F.) They embrace the same number of yards, stations, vessels, officers and men, as those of last year, and vary from them in very few particulars. Explanatory remarks on some of the items are added. In addition to those on the ninth item, it may be proper to suggest that the original estimates, for the number of vessels named in the law for the gradual increase of the navy, were made at a time when less accurate knowledge was possessed of the actual cost of the vessels than subsequent experience has afforded; that from the manner in which our navy yards were arranged, it was not practicable to keep separate the materials procured for different objects, so as always to prevent the incorrect use of them; that the wants of the service often demanded the use of materials on hand, (for whatever purpose procured,) to fit vessels for sea, and avoid an extravagant waste of public money by their detention; and that these materials could not always be promptly and accurately replaced. These inconveniences, it is confidently believed, may hereafter be entirely avoided, under the plans now in existence and the system which is in operation.

The amount of pay estimated is greater than it was last year, which arises from the laws increasing the pay of lieutenants, surgeons and surgeons' mates, and from the number of passed midshipmen. These classes of officers are the most numerous, and a small addition to their pay necessarily swells the estimate more than a like increase to the other grades would do. I would respectfully suggest that these laws, just in themselves, and meeting, as they did, the approbation of a large majority of Congress, have created an inequality which ought to be remedied. The pay of the oldest captain in the service, while in command of the largest squadron, is but \$2,660; of a captain in command of a frigate, but \$1,930; while the surgeon of a squadron, of twenty years' standing, receives \$2,420; and of ten years \$2,300. The youngest lieutenant receives, within a few dollars, as much as a master commandant; a surgeon of ten years more. Other inequalities, not less striking, will be perceived on an examination of the law. This advanced pay of the inferior ranks, though not complained of by others, cannot fail to produce unpleasant and painful feelings. It violates the only true principles upon which compensation is made to public officers—that it should be graduated by length of service, rank and responsibility. A proportionate addition to the pay of the other grades would increase the amount of the appropriations much less than it was increased by these laws, and is called for by justice and propriety. In no nation, not even in our own, has the pay of any officers, civil or military, been so low as that of some of the grades in our navy. It is unequal to their services and responsibilities. No officer can support his family at home and maintain himself upon it, without involving himself in difficulty; to avoid which there is a strong temptation to seek stations on land.

The form of the estimates in one respect is calculated to lead into error, and has heretofore produced some complaint. They embrace the least number of officers actually at sea and engaged at the yards, &c., and all others are stated to be waiting orders or on furlough. It is hence inferred that large numbers of them are idle and unoccupied. Such is not the fact. It almost always happens that more are necessarily employed than are stated in the estimates, even in our vessels at sea; the lowest possible number being named. The item for those waiting orders and on furlough embraces all who are not at sea and at the navy yards; all the sick; those who have returned from cruises of one, two or three years' duration; those who have short leaves of absence to attend to important private business; those who are preparing for active service at sea; those at the naval schools, and those preparing for and attending examinations; of which last number there are at this moment about seventy. It will, on inquiry, be found that in no service are there fewer officers who may be termed idle and unoccupied.

In closing this report, I beg leave again respectfully to call your attention to views heretofore presented, on several topics of deep and increasing interest to the navy. A survey of the coast; an organization both of the navy and marine corps; a criminal code; an increase of rank; a naval school; a change in the form, not the substance, of the appropriation; a suitable provision for naval hospitals; a passage across the isthmus to the Pacific; a system for forming and educating American seamen sufficient for our wants, are all subjects which hourly augment in importance. They have been so repeatedly presented by this Department, that it is feared a repetition of the considerations by which their

importance is sustained, might induce a charge of urgency unbecoming the nature of this report. But the greater part of them are so essential to the naval service, that a sense of duty impels me once more to suggest them; and I must seek in the conviction which I have of their value an apology for the repetition. They embrace interests much too dear not to be urged, even to the verge of importunity. Prudent regulations on those subjects would advance everything that is precious in our naval establishment. Our navy, during the short period of its existence, has rendered incalculable service to the defence, prosperity and glory of the nation, and never fails to find its place in our fondest anticipations of the future. It deserves to be sustained, by devoted attention to its wants, by wise laws and liberal appropriations.

Respectfully submitted.

SAMUEL L. SOUTHARD.

A.

A statement of the expenditures under the appropriation for "the prohibition of the slave trade," since the 1st of December, 1827.

1827.				
Dec.	18.	John W. Peaco—Salary as principal agent, for the month of March, 1857	\$133 33	
1828.				
Jan.	29.	Frederick Lewis—Compensation as assistant to the U. S. agent for recaptured Africans, from 11th June to the 18th of December, 1827, six months and eight days, at \$400 per annum	\$208 89	
		Traveling expenses, and expenses on shore	85 00	
				293 89
Feb.	11.	Miles King, navy agent—Gunpowder, &c.		25 12
March	14.	John Hodges—Balance due for wages as boat builder, from 17th February to 18th August, 1826, at \$75 per month	\$323 17	
		Camwood and trade goods	178 05	
				501 22
April	14.	J. M. Berrien, proctor for J. Jackson, commander of revenue cutter—Bounty allowed by act of Congress of 3d March, 1819, on 54 Africans imported in the Ramirez, at \$25 each	1,350 00	
May	5.	Baring, Brothers & Co.—Commission on drafts at 2½ per cent.	303 61	
May	26.	John W. Peaco—Salary as principal agent, from 1st April to 24th May, 1827	\$240 00	
		Passage from Monrovia to Holmes' Hole, 1826	100 00	
		Traveling from Philadelphia to Washington and back, in November, 1826	41 10	
				381 10
June	2.	T. Livingston, formerly marshal of Alabama—Maintenance of fifty-five Africans, (captured in the Constitution, Marino, and Louisa, in 1818,) from 27th February, 1821, to 1st January, 1824, 57,090 days, at 15 cents per day	\$8,563 50	
		Deduct received for hire	3,627 15	
			\$4,936 35	
		Allowance for medicine, clothing, blankets, and hire of guard	3,072 85	
				8,009 20
June	17.	George P. Todson—Compensation from 11th June, 1827, to 14th April, 1828, ten months and four days, at \$1,600 per annum	\$1,351 11	
		Traveling from Washington to Norfolk, in June, 1827	34 35	
				1,385 46
July	5.	Miles King, navy agent—Shingles		89 12
August	2.	Miles King, navy agent—Freight of 1,337 barrels flour, at \$1.50	\$2,004 50	
		Passage of 129 grown persons, including provisions, at \$28 each	3,612 00	
		Passage of 14, under 10 years, at \$14	196 00	
		Passage of Dr. Todsen out and home	200 00	
		Passage of assistant	100 00	
		Thirty days' demurrage, at \$20	600 00	
				6,712 50
Sept.	6.	Freight to Liberia		200 00
Sept.	17.	James Laurie—Medical services rendered by Lott Carey to liberated Africans at Liberia, for 3 years, up to April, 1826, at \$50 per year	150 00	
Nov.	5.	George P. Todson—Allowance for stores and expenses on the voyage to Africa	200 00	
Nov.	11.	Richard Randall, principal agent—Medicine and instruments	\$150 00	
		Stationery	20 00	
				170 00
				<u>\$19,904 55</u>

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, Nov. 26, 1828.*

B.

List of vessels of the United States navy, in commission during the year 1828.

MEDITERRANEAN STATION.

Delaware, 74 guns.....	Commodore W. M. Crane, since March.
Java, 44 guns.....	Captain J. Downes, the whole year.
Constitution, 44 guns.....	Captain D. T. Patterson, arrived at Boston about the 1st July.
Lexington, 18 guns.....	Master Commandant Hunter, the whole year.
Warren, 18 guns.....	Master Commandant Kearny, the whole year.
Fairfield, 18 guns.....	Master Commandant Parker, sailed from New York in August.
Porpoise, 12 guns.....	Lieutenant J. H. Bell, the whole year.

The squadron will remain the same during the next year, with the exception of the Constitution.

PACIFIC STATION.

Brandywine, 44 guns.....	Commodore J. Jones, the whole year.
Vincennes, 18 guns.....	Master Commandant Finch, the whole year.
Dolphin, 12 guns.....	Master Commandant Rousseau, the whole year.

During the next year the squadron will consist of the—

Guerriere, 44 guns.....	Captain C. C. B. Thompson.
St. Louis, 18 guns.....	Master Commandant Sloat.
Dolphin, 12 guns.....	Lieutenant Zantzinger.

BRAZIL STATION.

Macedonian, 36 guns.....	Commodore J. Biddle, arrived at Norfolk in October.
Boston, 18 guns.....	Master Commandant Hoffman, will return early in the spring.

The squadron next year will consist of the—

Hudson, 44 guns.....	Commodore J. O. Creighton.
Vandalia, 18 guns.....	Master Commandant Gallagher.

WEST INDIA STATION.

Commodore Charles G. Ridgely.

Natchez, 18 guns.....	Master Commandant Budd, the whole year.
Erie, 18 guns.....	Master Commandant Turner, the whole year.
Hornet, 18 guns.....	Master Commandant Claxton, the whole year.
Falmouth, 18 guns.....	Master Commandant Morgan, sailed in March.
Grampus, 12 guns.....	Lieutenant Latimer, the whole year.
Shark, 12 guns.....	Lieutenant Adams, has lately sailed for the coast of Africa, and thence to the West Indies.

The squadron will remain nearly or quite the same during next year.

EXPLORING EXPEDITION.

Peacock, 18 guns.....	Master Commandant Jones.
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C.

List of deaths in the navy of the United States, since the 1st December, 1827.

Name and rank.	Date.	Cause.	Place.
CAPTAIN.			
Robert Henley	October 7, 1828 .....	.....	Charleston, S. C.
MASTER COMMANDANT.			
Benjamin W. Booth	July 26, 1828.	Consumption	Gibraltar.
LIEUTENANTS.			
Frederick W. Smith.....	June 4, 1828. ....	.....	New York.
William M. Robins.....	May 18, 1828. ....	.....	Baltimore.
Geo. B. McCulloh	December 31, 1827 ..	.....	Mediterranean.
Allen Griffin	September 18, 1828..	.....	Baltimore.
SURGEONS.			
A. M. Montgomery.....	January 3, 1828.....	.....	New York.
Samuel R. Marshall	May 20, 1828 .....	.....	do
Benjamin P. Kissam	October 6, 1828.....	.....	Portsmouth, N. H.
SURGEONS' MATES.			
Henry C. Pratt	March 10, 1828 .....	.....	At sea.
Charles Wayne.....	August 19, 1828.....	.....	Cole's Ferry, Va.

C.—*List of deaths*—Continued.

Name and rank.	Date.	Cause.	Place.
PURSEERS.			
John B. Timberlake	April 2, 1828 .....	.....	Mahon.
Nathaniel Lyde	July 7, 1828	Fall from a gig	Portsmouth, N. H.
CHAPLAIN.			
John Cook	August 21, 1828 .....	.....	.....
MIDSHIPMEN.			
Frederick Rodgers	April 5, 1828	Drowned	Norfolk.
William J. Slidell	do	do	do
Robert M. Harrison	do	do	do
Henry K. Mower	do .....	.....	Mediterranean.
Quinton Ratcliffe	October 1, 1828 .....	.....	Baltimore.
Bushrod W. Turner	September 30, 1828	Yellow fever	West Indies.
Terrill M. Crenshaw	October 2, 1828	do	do
John Fisher	November 11, 1828	do	do
SAILINGMASTERS.			
Biscoe S. Doxey	May 20, 1828 .....	.....	Baltimore.
Peter Carson .....	.....	.....	Norfolk.
D. S. Stellwagen .....	.....	.....	Philadelphia.
BOATSWAINS.			
James Thayer	January 9, 1828	Consumption	Norfolk.
David Vestlery	November 6, 1828	Dropsy	do
CARPENTER.			
Henry Whittington	January 28, 1828	Sore throat	Portsmouth, Va.
NAVY AGENT.			
Enoch G. Parrott	June 15, 1828 .....	.....	Portsmouth, N. H.

NAVY DEPARTMENT, *December 1, 1828.**List of resignations in the navy of the United States, since the 1st December, 1827.*

LIEUTENANTS.			
Henry C. Newton	April 29, 1828.		
Archibald R. Bogardus	October 21, 1828.		
Edgar Freeman	November 14, 1828.		
SURGEON.			
W. W. Buchanan	December 8, 1827.		
CHAPLAINS.			
James Brooks	January 7, 1828.		
John Addison	February 25, 1828.		
MIDSHIPMEN.			
Levi M. Harby	December 4, 1827.		
Thomas S. Wayne	December 18, 1827.		
James W. M. Jenkins	January 22, 1828.		
John W. Hunt, jr.	January 25, 1828.		
Charles W. Gay	April 11, 1828.		
John W. Palmer	April 15, 1828.		
Robert J. Livingston	April 30, 1828.		
Joseph Cohen	May 1, 1828.		
James B. Sullivan	May 10, 1828.		
Robert H. Nichols	April 1, 1828.		
Henry Amelung	May 21, 1828.		
John B. Muse	June 3, 1828.		
Houghton B. Robinson	June 4, 1828.		
Samuel N. Green	July 9, 1828.		
Samuel Penhallow	September 6, 1828.		
Allen Asher	November 1, 1828.		
Francis Stone	November 27, 1828.		
CARPENTER.			
Charles P. Smith	December 4, 1827.		

NAVY DEPARTMENT, *December 1, 1828.*

List of dismissions from the navy of the United States, since 1st December, 1827.

MASTER COMMANDANT.

William Carter December 5, 1827.

LIEUTENANT.

William Foster December 21, 1827.

MIDSHIPMEN.

Charles B. Childs..... May 1, 1828.
 William S. J. Washington..... May 1, 1828.
 H. A. N. Morris December 22, 1828.
 Geo. B. Wingard November 6, 1828.

LIEUTENANT OF MARINES.

William A. Randolph October 17, 1828.

NAVY DEPARTMENT, *December 1, 1828.*

D.

General estimate.

There will be required for the navy, during the year 1829, three millions six thousand two hundred and seventy-seven dollars and forty-nine cents, in addition to the unexpended balances that may remain on hand on the 1st day of January, 1829.

1. For pay and subsistence of officers, and pay of seamen, other than those at navy yards, shore stations, and in ordinary.....	\$1,212,592 07	
Less this sum appropriated by act of Congress, of 24th May, 1828..	294,078 00	
		\$918,514 07
2. For pay, subsistence, and allowances of officers, and pay of seamen at navy yards, shore stations, hospitals, and in ordinary.....	\$209,191 67	
Less this sum appropriated by act of Congress, of 24th May, 1828..	46,258 00	
		162,933 67
3. For pay of superintendents, naval constructor, and all the civil establishment at the several navy yards and stations.....	\$59,552 50	
Less this sum appropriated by act of Congress, of 24th May, 1828..	14,775 00	
		44,777 50
4. For provisions.....	\$450,551 87	
Less this sum appropriated by act of Congress, of 24th May, 1828..	126,250 00	
		324,301 87
5. For repairs of vessels in ordinary, and for wear and tear of vessels in commission.....	\$550,000 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	118,750 00	
		431,250 00
6. For medicines, surgical instruments, and hospital stores.....	\$27,000 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	6,750 00	
		20,250 00
7. For ordnance and ordnance stores.....	\$50,000 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	12,500 00	
		37,500 00
8. For repairs and improvements at navy yards.....	\$429,291 00	
Less this sum appropriated by act of Congress, of 24th May, 1828..	26,250 00	
		403,041 00
9. For arrearages prior to 1st January, 1829.....	\$468,709 38	
Less this sum appropriated by act of Congress, of 24th May, 1828..	3,750 00	
		464,959 38
10. For defraying the expenses that may accrue during the year 1829, for the following purposes, viz:		
For freight and transportation of materials and stores of every description; for wharfage and dockage, stores and rent; traveling expenses of officers and transportation of seamen; house rent, chamber money, and fuel, and candles to officers other than those attached to navy yards and stations; and for officers in sick quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire, office rent, stationery, and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance for persons attending courts-martial and courts of inquiry, and to officers engaged on extra service beyond the limits of their stations; for printing and for stationery of every description, and for books, maps, charts, nautical and mathematical instruments, chronometers, models and drawings; for purchase and repair of steam and fire engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage; for cabin furniture of vessels in commission, and furniture for officers' houses at navy yards; for taxes on navy yard and public property; for assistance rendered to persons in distress; for incidental labor at navy yards, not applicable		

C.

Estimate of the pay, rations, and all other allowances of officers and others, at the navy yards and stations, for the year 1829.

PORTSMOUTH, N. H.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	200	20	12	1	.....	1,141 75
Midshipmen	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain	1	20	2	.....	12	9	.....	1	651 75
Gunner	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$14,199 00
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen.....	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$3,492 75
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to commandant, to do duty as clerk to master builder...	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$5,400 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$23,091 75

BOSTON.

<i>Yard.</i>							
Captain	1	\$100	16	65	30	3	\$3,466 75
Master commandant	1	60	5	40	20	2	1,710 75
Lieutenant	1	50	4	20	20	1	1,292 25
Lieutenant	1	50	4				965 00
Master	1	40	2	20	12	1	941 75
Master	1	40	2				662 50
Surgeon	1	60	4	20	20	1	1,412 25
Surgeon's mate	1	30	2	\$145	16	14	950 75
Purser	1	40	2	200	20	12	1,141 75
Chaplain	1	40	2	250	12	9	1,141 75
Midshipmen	4	19	1				1,277 00
Boatswain	1	20	2	90	12	9	741 75
Gunner	1	20	2		12	9	651 75
Steward	1	18	1				307 25
							\$16,663 25
<i>Ordinary.</i>							
Lieutenant	1	50	4				\$965 00
Master	1	40	2				662 50
Carpenter	1	20	2	12	9	1	651 75
Carpenter's mate	1	19	1				319 25
Boatswain's mate	1	19	1				319 25
Able seamen	14	12	1				3,293 50
Ordinary seamen	26	10	1				5,492 50
							\$11,703 75

C.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Hospital.</i>									
Surgeon	1	\$60	4	\$200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber .	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,080 00
Total									\$40,349 50

PHILADELPHIA.

<i>Yard.</i>									
Captain	1	\$100	16	\$600	65	30	3	.....	\$4,066 75
Master commandant	1	60	5	300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	70	4	200	20	20	1	.....	1,732 25
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 75
									\$15,483 50
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	90	12	9	.....	.....	741 75
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen.....	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$4,577 75
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	35	3	145	16	14	.....	1	1,102 00
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	10	1	.....	.....	.....	.....	.....	211 25
									\$4,029 75
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder.....	1	25	.....	.....	.....	.....	.....	.....	300 00
Inspector and meas. of timber.....	1	.....	.....	.....	.....	.....	.....	.....	700 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,150 00
Total									\$30,241 00

C.—*Estimate of pay and rations*—Continued.

NEW YORK.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Teacher of mathematics	1	40	2	90	12	9	.....	1	981 75
Teacher of languages	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$19,297 50
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	90	12	9	.....	1	741 75
Carpenter's mates	2	19	1	.....	.....	.....	.....	.....	638 50
Boatswain's mates	2	19	1	.....	.....	.....	.....	.....	638 50
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$12,432 25
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,080 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$43,712 25

WASHINGTON.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	75	6	.....	40	20	2	.....	1,982 00
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Master, in charge of ordnance ..	1	40	2	.....	.....	.....	.....	.....	662 50
Chaplain	1	40	2	\$250	12	9	.....	1	1,141 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner, as laboratory officer ..	1	20	2	90	12	9	.....	1	741 75

C.—*Estimate of pay and rations*—Continued.[illegible]

NORFOLK.

<i>Yard.</i>		\$100	16	.....	65	30	3	.....	\$3,466 75
Captain	1	60	5	\$300	40	20	2	.....	2,010 75
Master commandant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Lieutenant	1	40	2	200	20	12	1	.....	1,141 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Surgeon's mate	1	40	4	145	16	14	.....	1	1,253 25
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Teacher of mathematics	1	40	2	90	12	9	.....	1	981 75
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$18,937 50

C.—*Estimate of pay and rations—Continued.*

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Ordinary.</i>									
Lieutenant	1	\$50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	12	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	\$90	12	9	.....	1	741 75
Carpenter's mate	2	19	1	.....	.....	.....	.....	.....	638 25
Boatswain's mate	2	19	1	.....	.....	.....	.....	.....	638 25
Able seamen	20	12	1	.....	.....	.....	.....	.....	4,705 00
Ordinary seamen	30	10	1	.....	.....	.....	.....	.....	6,337 50
									\$14,688 25
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	450 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	30	.....	.....	.....	.....	.....	.....	360 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	35	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	1,050 00
Keeper of magazine	1	.....	.....	.....	.....	.....	.....	.....	480 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,710 00
Total									\$46,238 25
PENSACOLA.									
<i>Yard.</i>									
Captain	1	\$100	16	\$600	65	30	3	.....	\$4,066 75
Master commandant	1	60	5	300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	50	2	200	20	20	1	.....	1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Midshipmen	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$15,827 25
<i>Ordinary.</i>									
Carpenter	1	20	2	90	12	9	.....	1	\$741 75
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,247 50
									\$3,269 50
<i>Hospital.</i>									
Surgeon	1	50	2	200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$8,600 00

C.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	\$25	.....	.....	.....	.....	.....	.....	300 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,100 00
Total.									\$28,796 75

BALTIMORE.

Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	.....	.....	.....	.....	.....	662 50
									\$6,276 50

CHARLESTON, S. C.

Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Surgeon	1	60	4	200	20	20	1		1,612 25
Purser	1	40	2						662 50
									\$6,276 50

SACKETT'S HARBOR.

Master	1	\$40	2	\$200	20	12	1		\$1,141 75
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Recapitulation.

	Naval, 2d item.	Ordinary, 2d item.	Hospital, 2d item.	Civil, 3d item.	Aggregate.
Portsmouth.....	\$14,199 00	\$3,492 75	.....	\$5,400 00	\$23,091 75
Boston	16,663 25	11,703 75	\$3,902 50	8,080 00	40,349 50
New York.....	19,279 50	12,432 25	3,902 50	8,080 00	43,712 25
Philadelphia.....	15,483 50	4,577 75	4,029 75	6,150 00	30,241 00
Washington	14,126 25	5,686 75	3,600 00	14,032 50	37,445 50
Norfolk	18,937 50	14,688 25	3,902 50	8,710 00	46,238 25
Pensacola	15,827 25	3,269 50	3,600 00	6,100 00	28,796 75
Baltimore	6,276 50	.....	.....	.....	6,276 50
Charleston	6,276 50	.....	.....	.....	6,276 50
Sackett's Harbor.....	1,141 75	.....	.....	.....	1,141 75
Naval constructor.....	.....	.....	.....	3,000 00	3,000 00
For pay, &c., of lieutenants, allowed by act of Congress of May 24, 1828, to Dec. 31....	2,174 42	.....	.....	.....	2,174 42
	\$130,403 42	\$55,851 00	\$22,937 25	\$59,552 50	\$268,744 17

Papers B, D, E, and F compose the first item of general estimate.

The naval, ordinary, and hospital estimates, on paper C, make 2d item; and the civil estimates, on paper C, the 3d item.

Paper G explains the 4th.

RECEIVING VESSELS.

Estimate of the number, pay, &c., of officers, &c., required for five receiving vessels, for the year 1829, as part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total number.	Amount.
Masters commandant	1	1	1	1	.....	4	\$4,705 00
Lieutenants	3	3	2	3	2	13	12,675 00
Masters	1	1	.....	1	.....	3	1,987 50
Pursers	1	1	.....	1	.....	3	1,987 50
Surgeons' mates	1	1	.....	1	.....	3	2,081 25
Midshipmen	3	3	2	3	2	13	2,964 00
Boatswains' mates	1	1	1	1	1	5	1,140 00
Carpenters' mates	1	1	1	1	.....	4	912 00
Stewards	1	1	1	1	1	5	1,080 00
Cooks	1	1	1	1	1	5	1,080 00
Able seamen	2	2	2	2	2	10	1,440 00
Ordinary seamen	6	6	4	6	2	24	2,880 00
Boys	4	4	2	4	2	16	1,152 00
						108	\$36,083 25

RECRUITING STATIONS.

Estimate of the pay, &c., of officers attached to recruiting stations, for the year 1829—a part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	Total.	Amount.
Masters commandant	1	1	1	1	1	5	\$10,053 75
Lieutenants	2	2	2	2	2	10	9,650 00
Midshipmen	2	2	2	2	2	10	3,192 50
Surgeons	1	1	1	1	1	5	5,425 00
							\$28,321 25

Ordinance department.

One captain..... \$1,930

Exhibit of the officers, &c., awaiting orders and on furlough—part of first item of the general estimate.

	Captains.	Masters commandant.	Lieutenants.	Surgeons.	Surgeons' mates.	Pursers.	Chaplains.	Midshipmen.	Masters.	Boatswains.	Carpenters.	Sailmakers.	Amount.
Waiting orders	17	5	104	12	11	9	1	75	...	2	6	10	\$195,135 00
On furlough	...	...	2	1	...	...	...	2	2	1	...	...	2,549 25
													\$197,684 25

NOTE.—The principal part of these officers have but recently returned from foreign service. Many are now waiting for examination.

Estimate for provisions required in the year 1829.

For vessels in commission..... 4,512 persons.
 Marines on board 651 persons.
 Receiving vessels..... 82 persons.
 5,245 persons.

At one ration per day, is 1,914,425 rations, at 25 cents each, is.....	\$478,606 25
For relief ships for three months	852 persons.
Marines.....	110 persons.
	962 persons,
at one ration each, at 25 cents, for three months, is	21,945 62
	\$500,551 87
From which may be deducted this sum, as a balance will probably remain unexpended of the appropriation for the present year	50,000 00
	\$450,551 87

There will be required for the support of the navy, for the first quarter of the year 1830—	
For pay and subsistence of officers, and pay of seamen, employed in the navy, afloat.	\$303,148 02
For pay, subsistence, and allowances to officers, and pay of seamen at navy yards, shore stations, hospitals, and ordinary.....	52,291 92
For pay of superintendents, naval constructors, and all the civil establishment at the yards and stations	14,888 12
For provisions	112,637 96
For repairs of vessels	137,500 00
For medicines, surgical instruments, and hospital stores	6,750 00
For ordnance and ordnance stores.....	12,500 00
For repairs and improvements of navy yards	107,322 75
For contingent expenses for 1830, embracing the items enumerated for that object in the act of March 2, 1827	63,750 00
For contingent expenses, not enumerated, for 1830	1,250 00
	\$812,044 77

NAVY COMMISSIONERS' OFFICE, November 24, 1828.

Sir: In explanation of the 9th item in the estimate, the Commissioners respectfully state that the fund for the gradual increase of the navy, is so far exhausted as to make it necessary to suspend further progress towards completing those vessels, until the sums which have been borrowed from that appropriation be repaid, or some other means provided.

The heavy draft upon it by the purchase of the frigate *Liberator*, now the *Hudson*, amounting to \$41,310, under the act of Congress, of 17th May, 1826; the substitution of iron water tanks for casks, making a difference of rather more than \$200,000, which experience in our navy, and in those of Europe, has shown to be in the end the most economical, and the most conducive to health; with the application, in cases of urgent necessity, by the commandants of navy yards, of materials belonging to it to other objects, have produced this deficiency.

Cotemporaneously with the steps taken by the Commissioners of the Navy to carry into effect the law for the gradual increase, or very soon after, they directed that all materials procured under that law should be kept distinct from those which might be procured for other purposes, and that they should on no account be used for any other than their legitimate object. In a few instances, and only those in which the public service would be essentially promoted, the Commissioners have authorized a departure from these directions; accompanying their authority, however, by an order to replace immediately the articles thus used, and charge the amount to the appropriation under which they were expended. The delay in doing this, occasioned sometimes by inability to procure the materials at the moment, and at others by the low state of the funds to which they were chargeable, makes it necessary that provision should now be made for them, in addition to the above-mentioned items; and the Commissioners have therefore included in the estimates for the ensuing year, under the head of "arrearages," the amount for that purpose.

I have the honor to be, with great respect, sir, your obedient servant,
(Signed)

JOHN RODGERS.

HON. SAM'L L. SOUTHARD, *Secretary of the Navy.*

E.

Estimate of pay for officers, non-commissioned officers, musicians, and privates, and subsistence for the officers of the United States marine corps, for the year 1829.

PAY.

One lieutenant colonel commandant, \$75 per month.....	\$900 00
Five lieutenant colonels, \$60 per month	3,600 00
One paymaster, \$50 per month.....	600 00
One quartermaster, \$60 per month	720 00
Nine captains, \$40 per month.....	4,320 00
Sixteen first lieutenants, \$30 per month.....	5,760 00
Sixteen second lieutenants, \$25 per month.....	4,800 00
One surgeon, \$50 per month.....	600 00
One surgeon's mate, \$40 per month	480 00
One sergeant major, \$10 per month	120 00
One quartermaster sergeant, \$10 per month	120 00

One drum major, \$9 per month	\$108 00
One fife major, \$9 per month	108 00
Seventy-one sergeants, \$9 per month	7,668 00
Seventy-three corporals, \$8 per month	7,008 00
Twenty drummers, \$7 per month	1,680 00
Twenty fifers, \$7 per month	1,680 00
Seven hundred and fifty privates, \$6 per month	54,000 00
Extra pay to the adjutant and inspector, \$30 per month	360 00
Pay for five clerks, viz: one for the lieutenant colonel commandant, one for the paymaster, one for the adjutant and inspector, and two for the quartermaster, at \$20 per month for each	1,200 00
Extra pay to Lieut. Colonel William Anderson, from May 24, 1828, to December 31, 1828, at \$20 per month, (not before appropriated)	145 34
Amount paid to 115 marines, from the year 1822 to the year 1828, inclusive; these being extra troops over and above the number allowed by law to the marine corps for that time, and for which no appropriation has been heretofore made, (see report of the adjutant and inspector, for this item, which is herewith submitted)	8,280 00
	<u>\$104,257 34</u>

SUBSISTENCE.

One lieutenant colonel commandant, 12 rations per day, 4,320 rations, 20 cts. . .	\$876 00
Five lieutenant colonels, five rations each, 9,125 rations, 20 cts.	1,825 00
One paymaster, four rations, 1,460 rations, 20 cts.	292 00
One quartermaster, four rations, 1,460 rations, 20 cts.	292 00
Nine captains, three rations each, 9,855 rations, 20 cts.	1,971 00
Sixteen first lieutenants, four rations each, 23,360 rations, 20 cts.	4,672 00
Sixteen second lieutenants, three rations each, 17,520 rations, 20 cts.	3,504 00
One surgeon, two rations, 730 rations, 25 cts.	182 50
One surgeon's mate, two rations, 730 rations, 25 cts.	182 50
Two additional rations per day, allowed to Lieut. Colonel William Anderson, from May 24, 1828, to December 31, 1828, is 222 or 444 rations, at 20 cts. per ration, (this amount not before appropriated)	88 80
	<u>\$13,885 80</u>
	\$118,143 14
Deduct amount already appropriated for the first quarter of 1829	27,341 94
	<u>\$90,801 20</u>

(Signed)

JOS. L. KUHN, *Paymaster Marine Corps.*

Estimate of pay for officers, non-commissioned officers, musicians, and privates; and subsistence for the officers of the United States marine corps, for the first quarter of the year 1830.

PAY.

One lieutenant colonel commandant, \$75 per month	\$225 00
Five lieutenant colonels, \$60 per month	900 00
One paymaster, \$50 per month	150 00
One quartermaster, \$60 per month	180 00
Nine captains, \$40 per month	1,080 00
Sixteen first lieutenants, \$30 per month	1,440 00
Sixteen second lieutenants, \$25 per month	1,200 00
One surgeon, \$50 per month	150 00
One surgeon's mate, \$40 per month	120 00
One sergeant major, \$10 per month	30 00
One quartermaster sergeant, \$10 per month	30 00
One drum major, \$9 per month	27 00
One fife major, \$9 per month	27 00
Seventy-one sergeants, \$9 per month	1,917 00
Seventy-three corporals, \$8 per month	1,752 00
Twenty drummers, \$7 per month	420 00
Twenty fifers, \$7 per month	420 00
Seven hundred and fifty privates, \$6 per month	13,500 00
Extra pay to the adjutant and inspector, \$30 per month	90 00
Pay for five clerks, viz: one for the lieutenant colonel commandant, one for paymaster, one for the adjutant inspector, and two for the quartermaster, at \$20 per month for each ...	300 00

SUBSISTENCE.

One lieutenant colonel commandant, 12 rations per day, 1,080, at 20 cents.	216 00
Five lieutenant colonels, 5 rations per day, 2,250, at 20 cents.	450 00
One paymaster, 4 rations per day, 360, at 20 cents.	72 00
One quartermaster, 4 rations per day, 360, at 20 cents.	72 00
Nine captains, 3 rations per day, 2,430, at 20 cents.	486 00
Sixteen first lieutenants, 4 rations per day, 5,760, at 20 cents.	1,152 00
Sixteen second lieutenants, 3 rations per day, 4,320, at 20 cents.	864 00
One surgeon, 2 rations per day, 180, at 25 cents.	45 00
One surgeon's mate, 2 rations per day, 180, at 25 cents.	45 00
	<u>\$27,360 00</u>

JOS. L. KUHN, *Paymaster Marine Corps.*

Estimate for expenditures in the Quartermaster department of the United States marine corps, for the year 1829.

SUBSISTENCE.

For 370 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, is 135,050 rations, at twelve cents per ration, is	\$16,206 00	
Deduct amount appropriated for the first quarter of 1829.....	3,252 15	
		\$12,953 85

CLOTHING.

For 938 non-commissioned officers, musicians, and privates, at \$30 each, is	\$28,140 00	
For 100 watch coats, at \$6 ²³ / ₁₀₀ each, is.....	625 00	
	\$28,765 00	
Deduct amount appropriated for the first quarter of 1829.....	7,191 25	
		21,573 75

FUEL.

For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices and armory.....	\$9,098 00	
Deduct amount appropriated for the first quarter of 1829.....	3,049 00	
		6,049 00

CONTINGENCIES.

For traveling expenses of officers, and transportation for men; freight of stores from one station to another; toll, ferriage, wharfage, and cartage; expenses of recruiting; per diem allowance for attending courts-martial and courts of inquiry, and for officers on extra duty; compensation to judge advocates; house rent and chamber money, where there are no public quarters assigned; incidental labor in the Quartermaster's department; expenses of burying deceased persons belonging to the marine corps; printing and stationery; postage on public letters; forage; expenses in pursuing deserters; keeping in repairs the barracks at the different stations; straw for the men; barrack furniture; spades, axes, shovels, picks, and carpenter tools; and for no other purpose whatever.....	\$14,000 00	
Deduct amount appropriated for the first quarter 1829	3,500 00	
		10,500 00

MILITARY STORES.

For the purchase of 1,500 set of accoutrements, at \$2.40 per set.....	\$3,600 00	
For keeping arms in repair, armorer's pay, armorer's tools, drums, flags, fifes, and ordnance stores	2,000 00	
	\$5,600 00	
Deduct amount appropriated for the first quarter 1829	750 00	
		4,850 00

MEDICINES.

For medicines, hospital stores, and instruments for officers and marines, serving on shore	\$2,369 71	
Deduct amount appropriated for the first quarter of 1829.....	592 25	
		1,777 46
Appropriation required for the first quarter of the year 1830, agreeably to the foregoing estimate:		
For subsistence	\$4,051 50	
For clothing.....	7,191 25	
For fuel	2,274 50	
For contingencies.....	3,500 00	
For military stores.....	500 00	
For medicines	592 42	
		18,109 67
For one year's subsistence of 115 marines, being the number maintained, more than estimated for, as per the accompanying statement of the adjutant and inspector, is 41,975 rations, at 12 cents per ration.....	\$5,037 00	
For clothing for the same	3,450 00	
For fuel for the same.....	690 00	
For contingencies for the same	1,715 35	
		10,892 35
		\$86,706 08

Respectfully submitted.

E. J. WEED, Q. M. M. C.

HEAD-QUARTERS MARINE CORPS, *Quartermaster's Office, Washington City, November 25, 1828.*

Statement showing the average strength of the marine corps a month, for the annexed years.

	Sergeants.	Corporals.	Music.	Privates.	Years.	More than allowed by law.				Whole number more.	Less than allowed by law.				Whole number less.
						Sergeants.	Corporals.	Music.	Privates.		Sergeants.	Corporals.	Music.	Privates.	
In 1822, each month averaged.....	59	60	41	708											
Add officers' servants				58											
Deduct servants for officers at sea				766											
				4											
Allowed by law	59	60	41	762	1822				12		14	7	1		10
	73	73	42	750											
In 1823.....	66	70	45	749											
Add officers' servants				58											
Deduct servants for officers at sea				807											
				7											
Allowed by law	66	70	45	800	1823			3	50	43	7	3			
	73	73	42	750											
In 1824	70	72	45	732											
Add officers' servants				58											
Deduct servants for officers at sea				790											
				11											
Allowed by law	70	72	45	779	1824			3	29	28	3	1			
	73	73	42	750											
In 1825.....	70	70	40	706											
Add officers' servants				58											
Deduct servants for officers at sea				764											
				12											
Allowed by law	70	75	40	752	1825		2		2		3		2		1
	73	73	42	750											
In 1826	78	71	42	731											
Add officers' servants				58											
Deduct servants for officers at sea				789											
				13											
Allowed by law	78	71	42	776	1826	5			26	29		2			
	73	73	42	750											
In 1827	82	67	41	717											
Add officers' servants				58											
Deduct servants for officers at sea				775											
				15											
Allowed by law	82	67	41	760	1827	9			10	12		6	1		
	73	73	42	750											
1828, to 31st July, seven months.....	85	68	38	719											
Add officers' servants				58											
Deduct servants for officers at sea				777											
				16											
Allowed by law	85	68	38	761	1828	12			11	14		5	4		
	73	73	42	750											
More than was allowed by law in 1823, 1824, 1826, 1827 and 1828										126					11
										12					12
Less than the law allowed in 1822 and 1825.....										1,512					132
										132					
										1,380					

PARKE G. HOWLE, *Adjutant and Inspector.*

HEAD-QUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, September 30, 1828.*

Statement showing the number of men in the marine corps more than allowed by law, from 1822 to 1828.

Years.	Over the No. authorized by law.	Less than No. authorized by law.
1822	43	10
1823	28	.....
1824 .....	.....	1
1825	29	.....
1826	12	.....
1827	14	.....
1828 (to 31st July).....	126	11
Deduct number less.....	11	
Over	115	

(Signed)

PARKE G. HOWLE, *Adjutant and Inspector.*

HEAD-QUARTERS OF THE MARINE CORPS, *Adjutant and Inspector's Office, Washington, August 1, 1828.*

F.

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the year 1829.

Secretary of the Navy.....		\$6,000 00
Six clerks, per act of 20th April, 1818	\$8,200 00	
One clerk, per act of 26th May, 1824	1,000 00	
One clerk, per act of 2d March, 1827	1,000 00	
		10,200 00
Messenger and assistant messenger		1,050 00
Contingent expenses		3,000 00
		<u>\$20,250 00</u>

Substitute proposed and respectfully submitted.

One chief clerk, at \$2,000.....	\$2,000
Two clerks, each at 1,600.....	3,200
Two clerks, each at 1,400.....	2,800
One clerk, at 1,200.....	1,200
Two clerks, each at 1,000.....	2,000
	<u>\$11,200</u>

Comparative view of the number of clerks employed in each of the principal departments, and their compensation.

	Number in each, at—						Total number in each office.	Aggregate amount of compensation.
	Chief clerk, \$2,000.	\$1,600.	\$1,400.	\$1,150.	\$1,000.	\$800.		
Department of State.....	1	2	4	2	1	2	13	\$17,300
Department of Treasury.....	1	2	4	1	1	....	9	12,950
Department of War.....	1	3	5	....	8	1	18	22,600
Department of Navy.....	1	1	2	....	3	1	8	10,200

Estimate of the sums required for the support of the office of the Navy Commissioners, for the year 1829.

Commissioners of the Navy.....	\$10,500
Secretary.....	2,000
Clerks and draftsman, per acts of April 20, 1818, May 26, 1824, and March 2, 1827.....	7,750
Messenger.....	700
Contingent expenses.....	1,800
	\$22,750

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the first quarter of the year 1830.

Secretary of the Navy.....	\$1,500 00
Clerks, per acts of April 20, 1818, May 26, 1824, and March 2, 1827.....	2,550 00
Messenger and assistant messenger.....	262 50
Contingent expenses.....	750 00
	\$5,062 50

Estimate of the sums required for the support of the office of the Navy Commissioners, for the first quarter of the year 1830.

Commissioners of the Navy.....	\$2,625 00
Secretary.....	500 00
Clerks and draftsman, per acts of April 20, 1818, May 26, 1824, and March 2, 1827.....	1,937 50
Messenger.....	175 00
Contingent expenses.....	450 00
	\$5,687 50

G.

Statement showing the present state and condition of the United States vessels-of-war now on the stocks, and those in ordinary and repairing at the several yards.

PORTSMOUTH.

Alabama—ship of the line. This ship can be prepared for sea in about three months. Her hull is in good order, and some considerable further progress has been made since the last report, in finishing her masts and spars, and particularly in her inboard works.

Santee—44 of the first class. This ship can also be prepared for sea in three months. Her hull is in good order; her masts and spars have been completed, with the exception of a few spare spars, and considerable progress has been made in her inboard works, &c.

Concord—sloop-of-war of the first class. This ship can be ready for sea in twenty days; has been recently launched, and is progressing in her preparation for sea service.

BOSTON.

Virginia—ship of the line. This ship can be prepared for sea in one hundred and twenty days. Her hull is nearly complete, and in good order. Considerable progress has been made in her gun carriages, and masts and spars; bulkheads and other inboard works advanced; and the square sails, one suit made; tanks, ballast, cannon and anchors provided.

Vermont—ship of the line. This ship may also be prepared for sea in one hundred and twenty days. Her condition and state of advancement nearly the same as the *Virginia*, and the progress made in both alike.

Cumberland—frigate, first class. This ship is planked inside and outside to the spar-deck port sills, except the strakes left out for air; orlop, berth, and gun decks are in, and nearly all laid; spar deck is framed and kneed. The masts and spars have considerably progressed, and one suit of square sails made; boats are under way, and tanks, ballast, cannon, and anchors are provided. This ship can be completed for service in 90 days.

Columbus—ship of the line. The hull of this ship is generally sound, but would require considerable repairs to fit her for sea; a part of her wales should be replaced, her bottom examined, perhaps coppered, and caulking throughout. She may be equipped for sea in 75 days.

Independence—ship of the line. The frame of this ship is believed to be sound, but she will require new decks and planking outside, with stem plank and head, &c. She will require coppering and caulking throughout.

Constitution—frigate, first class. The frame generally is believed to be sound, but will require new planking, from the wales inclusive to the rail; new ceiling in the hold, and new berth deck and orlop decks, beams and knees; spar deck new planked, galleries and head, &c.; caulking and coppering throughout.

PHILADELPHIA.

Pennsylvania—ship of the line. Her state and condition is but little altered from last report; some progress has been made in faying and bolting the riders in the hold, and in the iron work preparing for

her equipment; one suit of sails are made, and the preparation of the timber, for masts and spars, considerably advanced, &c. She may be prepared for sea in 12 months, or less.

Raritan—frigate, of the first class. The hull of this ship is nearly completed. The head, galleries, port shutters, and rudder only to make. Inboard works are in a state of great forwardness. To complete her will require about 12,000 days' work; she may be finished in from 3 to 5 months.

Sea Gull—receiving ship. In good order.

Cyane—corvette, built of British oak. In ordinary; requiring, as in last report, extensive repairs, and to be commenced at an early day.

NEW YORK.

Sabine—frigate, of first class. Is nearly complete in her hull; masts and spars finished, and the joiners' work all prepared for putting up. She can be launched in 60 days.

Savannah—frigate, of first class. Is also nearly complete in her hull. The masts and spars are made, and the joiners' work ready for putting up. It will require 4 months to complete and launch the ship.

Peacock—Has been thoroughly repaired and fitted for special service, and is now ready to be sent to sea immediately.

Ohio—ship of the line; in ordinary. Has never been fitted out. The outside plank, above the water, and inside, a part of the clamps and ceiling, are decayed. She will require considerable repairs.

Washington—ship of the line; in ordinary. The hull of this ship, partly of British oak, is unsound in many places, and will require a thorough repair, and to be new coppered, which will take six months to complete.

Franklin—ship of the line; in ordinary. Is in about the same condition as the Washington, and will require about the same repairs, and the same time to complete them.

United States—frigate, first class; in ordinary. Requires very considerable repairs. The ceiling in the magazine, and the clamps below the orlop deck, beams and knees, and the wales, are partially decayed. She will require to be caulked throughout, and her copper repaired. Gun carriages are unfit for service, and masts and spars are defective. Seventy days will be required to complete this ship.

Ontario—sloop of war; now under repair. This ship, built of white oak, will also require extensive repairs in her hull, masts, and spars. Four months will be required to complete her for sea.

Fulton—receiving ship. This ship is employed to be much decayed, and although she may answer, for a long time, the purpose for which she is employed now, the cost of repairing her, for any other service, would be attended with more expense than her present condition would warrant.

WASHINGTON.

Potomac—frigate, first class; in ordinary. This ship is complete in her hull, masts, and spars; gun carriages, boats, &c., nearly complete; sails to be made. Can be fitted for sea in about four months.

Congress—frigate, second class. This ship is so far completed in her repairs, that she may be sent to sea in fifty days.

GOSPORT.

New York—ship of the line. To complete the hull of this ship, several strakes of plank, in each of the decks and bottom, are required. In all the other departments of her construction and outfit, some progress has been made. She may be prepared for launching in three months.

St. Lawrence—frigate, first class. The timbering of this ship has been finished since last report, and six strakes of plank and wales put on. She may be launched in five months.

North Carolina—ship of the line. The oakum has been taken out of the seams throughout, and some defects discovered. She will require some repairs.

Constellation—frigate, second class. Is now under repair, and will be completed in all the month of December.

John Adams—corvette. Is now stripped for repair, which will be commenced as soon as those making on the Constellation are completed.

Macedonian—frigate, second class; built of British oak. Just returned from foreign service—requiring a thorough and extensive repair.

Statement showing the progress which has been made in executing the law for the gradual improvement of the navy, passed March 3, 1827.

Under the contracts reported by the Commissioners in their letter of the 30th November, 1827, to have been made for the live oak frames of five ships of the line, five frigates, and five sloops-of-war, there has been delivered as follows:

	For 74.	44.	Sloops.
At Boston, cubic feet	11,783	11,841	7,674
At Philadelphia, cubic feet .....	.....	8,208	5,662
At Washington, cubic feet .....	.....	5,052	11,678
At Norfolk, cubic feet	13,500	7,992	2,180
There has also been delivered since the 3d March, 1827, under the contracts with Ties & Vanhook, Waller & Taber, and R. F. Scofield, the following live oak timber for the frames of frigates of 44 guns, viz:			
At Boston .....	.....	16,734	
At New York .....	.....	13,719	
At Philadelphia .....	.....	14,197	
Cubic feet	25,283	77,743	27,194

Making together:

	Cubic feet.
Ships of the line	25,283
Frigates	77,743
Sloops	27,194
Total	130,220

For which has been paid the sum of \$156,187.85.

For the preservation of such of this timber as cannot be secured under the sheds heretofore erected at the several navy yards, the construction of one shed at each of the yards at Boston, New York, Philadelphia, and Washington, and of two at the Navy yard, Norfolk, has been directed. The contractors are progressing in the fulfillment of their engagements, and it is hoped that the deliveries of all the timber will be completed within the time stipulated in the contract.

With respect to the dry docks authorized by the fourth section of the act referred to, the Commissioners have to state that contracts have been made for a great part of the materials, &c., required in their construction, and they feel gratified in being able to state that the difficulties which were encountered in the early stage of the work have been happily overcome; the nature of the soil at the yard at Norfolk has not presented obstacles, which, from the same cause, the engineer had to contend with at the Boston yard.

The works at both places are progressing satisfactorily, and with the dispatch consistent with the durability as well as the economy of their construction.

There has been expended for labor and materials on the dock—

At Boston	\$56,904 97	\$64,068 86
And on that at Norfolk	37,638 94	33,511 64
Total	\$94,543 91	\$97,580 50

Making together, on account of the docks, the sum of one hundred and ninety-two thousand one hundred and twenty-four dollars and forty-one cents.

Mr. Baldwin, the engineer, has been active and vigilant in discharging the duties assigned to him; and, so far as the works have progressed, has given entire satisfaction.

H.

Extract of a letter from Commodore Jacob Jones to the Secretary of the Navy, dated—

UNITED STATES SHIP BRANDYWINE, *Callao Roads, December 21, 1827.*

Mr. Cooley, our chargé, has a discussion with this government respecting some American seamen who have been lately impressed in their service. This government claims the right to their services, in consequence of their having become residents by sailing under their flag for a considerable time; and impressment is the principal mode used here to man their navy or to increase their army.

There will, I apprehend, be frequent complaints of this sort, as the number of our seamen in their service is increasing fast, and composes the greater number of hands employed in their coasting trade. The wages given here, in their merchant vessels, is \$17, which is a great temptation to our seamen, and it seldom is the case that a man discharged here will return home, until so disabled by disease that he can no longer obtain employment.

Extract of a letter from Commodore Jacob Jones to the Secretary of the Navy, dated—

U. S. SHIP BRANDYWINE, *Callao Roads, March 17, 1828.*

The complaint of impressment will be removed to-day by the discharge of all the seamen that are in the employment of this government, and their frigates laid up. It is to be hoped that our seamen, sailing under a foreign flag, finding themselves thereby liable to be impressed, will be induced to return home, for three-fourths or more of the sailors employed by Chili and Peru are from the United States. The wages here is a great temptation, being from seventeen to twenty dollars per month, and the voyages of a kind particularly agreeable to them, as they are never more than a month out of port.

Extract of a letter from Commodore Jacob Jones to the Secretary of the Navy, dated—

U. S. SHIP BRANDYWINE, *Callao Roads, June 23, 1828.*

I have the honor to inform you that we arrived here two days since from Panama, having on our passage touched at Payta.

The Vincennes and Dolphin are also now in port with us, and all well. The former will, in a few days, proceed along the coast to the southward, having lately returned from as far north as Payta, and the latter will sail for the northern ports of Peru and Columbia.

The rage for war which violently beset this government a few weeks ago has somewhat abated; but so violent is party spirit, and the desire of office, that I believe in a short time the present administration will be displaced, and the constitution, which was sworn to the other day, declared inoperative.

Extract of a letter from Commodore William M. Crane to the Secretary of the Navy, dated—

U. S. SHIP JAVA, *Port Mahon, January 6, 1828.*

The Java is in excellent order. The crew are expert in their exercises, but the materials are not good. There are many foreigners amongst them, and men with broken constitutions. Every possible attention is paid to their health. We have lost two men by disease.

Extract of a letter from Charles G. Ridgely to the Secretary of the Navy, dated—

PENSACOLA, July 25, 1828.

The public prints, I observe, announce some piracies to have taken place on the south side of Cuba. The one of the French packet ship was not that of a pirate, but of her own crew, having mutinied and murdered their officers and passengers, and after running the ship on Cape Corientes, and dividing the spoil, (a large quantity of specie, between three and four hundred thousand dollars,) they dispersed; two of them went to St. Jago de Cuba, and having a private dispute, one of them informed of all the circumstances. The case of the other, the American being fallen in with a British man-of-war brig, I believe, has no foundation in fact, as Captain Latimer could learn of no such report, either at St. Jago or Kingston, Jamaica, where the British brig-of-war had arrived. I am particular in stating these circumstances, in order to correct any false impressions. There has not been an instance of piracy since I have had this command; and as I am desirous none shall be, the squadron is kept actively and usefully cruising where it is supposed piracies might occur.

I will avail myself of this opportunity to say to you the squadron are in excellent health and discipline; and what may be truly considered an extraordinary fact, out of the great number of men (from twelve to fifteen hundred) that have been and are attached to the squadron, within the last twenty months, only two officers and two men have died.

Copy of a letter from Commodore Charles G. Ridgely to the Secretary of the Navy, dated—

PENSACOLA, August 11, 1828.

I had the honor to address you on the first instant, and advised you of the information I had learned from Capt. Claxton relative to some transactions of a man-of-war brig, called the Hermon, Captain Hawkins, holding a commission in the service of the republic of Mexico, and of the privateer called the Molestadore, commanded by a man named Hopner, also under the Mexican flag. Both these commanders are native citizens of the United States; and as their acts have been of so flagrant a character, particularly when within our waters, as to justify the capture of one of them, and driving from without our jurisdiction the other,—and as it is probable the subject may be matter of negotiation between the Government of the United States and that of Mexico, I take leave to lay before you, in as brief a manner as possible, all the circumstances connected with the transaction.

In the first instance, I will premise by stating that the privateer in question, and her commander, are the same that I called your attention to as far back as the 10th of August, 1827, letter No. 31, marked private, and who was then sailing under Colombian colors, but changed colors and commission for those of Mexico, in sight of Key West, as admitted by Commodore Porter, of the Mexican navy.

In the latter part of June, the *Natchez*, Captain Budd, arrived at Key West, in conformity with my instructions, for his last cruise, where he found lying at anchor the Mexican brig-of-war *Hermon*, Capt. C. E. Hawkins, who addressed him letter A. On the receipt of letter B, from the collector, (Mr. Pinkney,) Captain Budd immediately ordered Captain Hawkins to leave our waters. (See letter C.) On the following morning the *Hermon* sailed, but returned the next day, in consequence of some Spanish vessels-of-war giving him chase. The Spanish vessels-of-war having disappeared, on the receipt of letter D from the collector, Captain Budd caused the *Hermon* again to sail.

On the 6th of July, the *Natchez* (having been on a short cruise off Matanzas,) returned to Key West, and on the 7th July, the collector, Mr. Pinkney, addressed him letter E, and on the 10th July, letter F; in consequence of which, Captain Budd dispatched two boats, under charge of Lieutenant Johnson, who returned on the 22d July, bringing with him the private armed schooner *Molestadore*, and her prize, which were given in charge to the collector. (See letter G.)

A few days after which the *Hermon* came again off Key West, and the commander came on shore in a boat, when he was arrested by the collector and bound over in the sum of one thousand dollars to appear before the first court to be holden at that place; after which he was permitted to sail, taking with him the officers and crew of the *Molestadore*.

In giving you the above statement of all the facts having any connection with the result, I take this occasion to say I commend the prudence of Captain Budd in not having put in execution the entire wish of the collector, by capturing the Mexican brig *Hermon*, although she had forfeited her neutrality.

But I would respectfully suggest that on her commander (Hawkins) there should be exemplary punishment required from his government for his repeated violations of the neutrality of the United States.

A.

Copy of a letter from Charles E. Hawkins, to Master Commandant Budd, commanding the United States ship Natchez, dated—

KEY WEST, June 24, 1828.

I arrived here on the 20th instant much distressed for want of water, having but a few gallons remaining, and very little wood. I have been since that time occupied in filling my water and completing my stores, being in want of many things indispensable to a cruising vessel.

B.

Copy of a letter from William Pinkney, Esq., to George Budd, Esq., commander of the United States ship Natchez, dated—

COLLECTOR'S OFFICE, District of Key West, June 22, 1828.

The Mexican brig of war Hermon, Charles E. Hawkins, commander, having repeatedly entered this port in violation of the neutrality of the United States, and having here augmented her force, to the injury of a power with whom the United States are in amity, I beg leave to request that you will be pleased to compel her instantaneous departure from the port, and by the use of force should the same be necessary.

C.

Copy of a letter from Master Commandant George Budd, to Charles E. Hawkins, commanding Mexican brig Hermon, dated—

UNITED STATES SHIP NATCHEZ, Key West, June 23, 1828.

The collector of this port, William Pinkney, Esq., has officially informed me that the Mexican brig-of-war Hermon, under your command, has repeatedly entered the port of Key West, in violation of the neutrality of the United States, by augmenting your force to the injury of a power at amity and peace with the Government of the United States.

Your letter of this day states that you arrived here on the 20th instant, in distress for water and some other things indispensably necessary to a cruising vessel. I must now request that, as soon as your supply of water and provisions be obtained, or a sufficiency thereof to enable you to reach one of your own ports in safety, that you will leave the port of Key West without delay.

It is distinctly understood that you will neither receive nor exchange any munitions of war, or any military stores whatever.

D.

Copy of a letter from William Pinkney, Esq., to Captain Budd, United States ship Natchez, dated—

COLLECTOR'S OFFICE, Key West, June 27, 1828.

I feel indignant at the renewed insult offered to-day by Mr. Hawkins, commanding the Mexican brig Hermon.

I now call upon you, as the commander of an ample force, to compel the instantaneous departure of the brig Hermon from the waters of the United States, and I consider it highly necessary that Mr. Hawkins should be made to understand that he can no longer trample on our laws with impunity.

E.

Copy of a letter from William Pinkney, Esq., to Captain Budd, commanding the United States ship Natchez, dated—

COLLECTOR'S OFFICE, Key West, July 7, 1828.

The Mexican brig-of-war Hermon, Captain Charles E. Hawkins, having violated the revenue laws of the United States, so that she has become forfeited thereby, I have to request of you that you will seize her as she comes within the waters of the United States. It is proper that the seizure should be made only within the jurisdiction of the United States.

F.

Copy of a letter from William Pinkney, Esq., to Captain Budd, commanding the United States ship Natchez, dated—

COLLECTOR'S OFFICE, District of Key West, July 10, 1828.

Having received information that the Mexican private armed schooner Molestadore and Mexican brig Hermon are now in the neighborhood, with prizes captured on the coast of Cuba, and contrary to the laws of nations brought within the waters of this district, I have to request that you will detach a suitable force from your ship to ascertain the fact, and detain any such vessels, as well as all vessels found violating the laws.

G.

Copy of a letter from Lieutenant Edward S. Johnson, of the U. S. Ship Natchez, to George Budd, Esq., commander of the Natchez, dated,

U. S. SHIP NACHEZ, KEY WEST, July 22, 1828.

I have the honor to report that, agreeably to your order of the 12th, I took charge of the 1st cutter; Midshipman Thompson, Sailmaker Murphy, eleven men, one boy, and one marine, sixteen in all, made the crew, and proceeded to the westward in search of the vessel by you described, until the weather obliged me to anchor, in company with the 2d cutter of this ship, manned by an officer and ten men from the revenue cutter Florida. We got under sail together on the following morning at daylight, making necessary stay at several of the keys. Monday, made sail for Tortugas Keys, where we arrived about 1.30 A. M. On Tuesday, boarded the schooner Prudence, examined her, found Captain C. C. Hopner, of the Mexican private armed schooner Molestadore, his crew, officers and armament, on board the Prudence; many articles were on shore, such as sails, sweeps, spars, hams, casks, awnings, &c. On examination, found the Molestadore filled with water; at the particular request of Captain Hopner, permitted him to raise his vessel, at the same time requiring him to proceed with the prize to Key West, which he promised to do. When preparing to leave the harbor, a dispute took place; Captain Hopner gave orders for his men to stop their work; I immediately took possession, fitted with all possible dispatch, and left Wednesday morning, at 10 A. M., or about that hour. Our men required rest, which prevented my working them during the night. After discharging the pilot, hauled to the eastward for this port, where I arrived at 3 o'clock Thursday morning, in the Prudence. Mr. Truxton, in charge of the privateer, sailed in company, but lost sight of him in the night.

I took on board with me, Captain Hopner, his 1st Lieutenant, and two men; the 2d lieutenant, and remainder of his crew, were put on board the privateer, with Sailmaker Murphy to assist Lieutenant Truxton.

Hoping my duty to have been performed to your satisfaction.

Copy of a letter from Master Commandant Alexander Claxton to Commandant Charles G. Ridgely, dated—

PENSACOLA, October 27, 1828.

I have the honor to report to you my proceedings, since my departure, two months since.

On my arrival at Vera Cruz, I forwarded your dispatch to Mr. Poinsett, and finding the country to be in a very unsettled state, determined to await his answer. In due time it arrived; but, from its tenor, left me no reason for longer delay. In the meantime, the standard of revolution was raised by a distinguished chieftain; the public mind became agitated and alarmed; and the American merchants, partaking in the terror, formally demanded, through our consul, that I should remain to protect their persons and property. I felt it my duty to acquiesce in their wishes. A week had scarcely elapsed before three cases of fever appeared on board; but being mild in its form, excited no alarm. I however decided it most prudent to put to sea; and having waited a day or two longer, by the urgent request of the consul, and favorable intelligence then arriving from the interior, I sailed from Vera Cruz. Encountering a long *norther* soon after I had got to sea, my crew were necessarily exposed to bad weather; and, as a consequence, the fever then lurking in our systems rapidly developed itself. Many of my officers and crew were taken down; and having, at length, but one lieutenant capable of duty, and being destitute of suitable nourishment for the sick, I anchored off Tampico to procure a supply. Here terror was found at its height; for, in addition to the commotion of the interior, the soldiers of the garrison had threatened to sack the houses of our mercantile establishments. At the strong and repeated solicitation of our consul, I was induced to receive on board all the specie belonging to our countrymen. The imminent jeopardy it was placed in, left me no ground for refusal. It amounted to a fraction less than \$40,000.

Happily we obtained a supply of those articles which had become indispensable, and which have, no doubt, saved many lives. I regret to state, that Midshipmen Bushrod W. Turner, and Terrel M. Crenshaw, died of fever. Five of my crew have also died; four of whom of fever, and the fifth of chronic diarrhoea. Doctors Buchmore and Barrington have been unremitting in their attention to the sick, and have given ample evidence that they may be relied on at any future emergency. It may not be deemed irrelevant to state, that in consenting to receive the specie at Tampico, I was, in a great degree, influenced by the opinion of these gentlemen, who declared to me their conviction that a change of climate had become necessary to restore our numerous invalids, and defend us from future contagion.

P. S.—It is highly gratifying to me to state, that the French packet, said to have been captured and robbed by her crew, and the officers and passengers murdered, arrived in safety at Vera Cruz, during my stay there, and the whole story thus happily ascertained to be a false and criminal fabrication.

20TH CONGRESS.]

No. 371.

[2D SESSION.]

ON CLAIM OF HENRY ECKFORD, FOR RENT OF GROUND NEAR SACKETT'S HARBOR, FOR THE USE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 10, 1828.

NAVY DEPARTMENT, December 8, 1828.

The honorable speaker of the House of Representatives:

SIR: A resolution of the House of Representatives, of the 2d May last, referred the petition of Henry Eckford to the Secretary of the Navy, to report thereon at the next session of Congress.

In compliance with that resolution, the Secretary of the Navy has the honor to report, that the claim of Henry Eckford has been examined, and is believed to be just.

During the war with Great Britain, Commodore Chauncey was instructed to build two ships of the line.

An examination of the ground in the vicinity of Sackett's Harbor, for suitable places to build upon, was made, and two sites selected and purchased, to avoid any future difficulties with the owners.

In the settlement of Commodore Chauncey's accounts, the sums paid for this land were rejected, on the plea that there was no authority to purchase land, except by a law of Congress, and it therefore remained in his possession. Not wanting the land, he sold it to Mr. Eckford, at its cost, and Mr. Eckford has charged rent from the date of the original purchase; he having allowed Commodore Chauncey interest on the amount, from the time of purchase.

Rent was paid on one lot to the 1st January, 1823; and no subsequent claim was made until January, 1827, when the debt amounted to \$4,160—a sum which could not be paid out of the funds then at the disposal of the Department, without injury to the objects for which the appropriations were made; the claim was therefore referred to Congress.

There does not appear to have been any agreement with Mr. Eckford, for the rent. He now offers to sell, for ten thousand eight hundred dollars, exclusive of the rent due, all the land which he purchased from Commodore Chauncey; embracing 300 acres with timber growing upon it.

The only course now left is, to pay the rent, and continue to pay it—to purchase the land—or, to remove the vessels or sell them. Should an appropriation be made for the payment of the rent, it is respectfully suggested, that on the 1st January next, it will amount to \$5,240 (five thousand two hundred and forty dollars.)

The papers which accompanied the resolution are herewith returned, as they may be required in the further examination of the case.

Respectfully submitted.

SAM'L. L. SOUTHARD.

20TH CONGRESS.]

No. 372.

[2d Session.]

APPLICATION AND STATEMENT RELATIVE TO AN INCREASE OF THE PAY OF CAPTAINS AND MASTERS COMMANDANT IN THE NAVY.

COMMUNICATED TO THE SENATE DECEMBER 11, 1828.

By the general regulations for the government of the army, a master commandant in the navy ranks as a major. A captain in the navy, from the date of his commission, ranks with a lieutenant colonel in the army; five years after the date of his commission, ranks a colonel; ten years after the date of his commission, ranks a brigadier general; fifteen years after the date of his commission, ranks a major general.

In the army of the United States.

	Pay per annum.	Rations.	Quarters.	Fuel.	Servants.	Forage.	Aggregate.
Major general	\$2,400	\$2,190	\$480	\$126	\$644 64	\$672	\$6,512 64
Brigadier general	1,248	1,752	360	99	483 48	480	4,422 48
Colonel	900	876	360	99	322 32	384	2,941 80
Lieutenant colonel	720	876	240	72	322 32	288	2,518 32
Major	600	594	240	72	322 32	288	2,106 32

Present pay and emoluments in the navy of the United States afloat.

	Monthly pay.	Daily rations.	Annual aggregate.
A captain commanding a squadron	\$100 00	16	\$2,640 00
A captain commanding a ship of the line	100 00	8	1,930 00
A captain commanding a vessel of less than thirty-two guns	75 00	6	1,447 50
A master commandant	60 00	5	1,176 25

Proposed pay and emoluments in the navy afloat.

	Monthly increase of pay.	Increase of daily rations.	Aggregate monthly increase.	Aggregate annual increase.	Aggregate present and proposed per annum.
Captain commanding a squadron.....	\$30 00	2	\$45 00	\$542 50	\$3,102 50
Captain commanding a frigate or ship of the line	30 00	2	45 00	542 50	2,472 50
Captain commanding a vessel of less than 32 guns ..	30 00	2	45 00	542 50	1,990 00
Master commandant.....	30 00	1	37 50	451 25	1,627 50

Extract from Goldsborough's Naval Chronicle, vol. 1, p. 344, note.

In the Dutch navy, the pay of a captain is—

If commanding a seventy-four, 9,000 guilders per annum, or	\$3,600 00
If commanding a frigate, 8,000 guilders per annum, or	3,200 00
If commanding a sloop, 5,000 guilders per annum, or	2,000 00

In the British navy, the annual compensation is—

Admiral of the fleet	\$15,624 00
Admiral	13,831 11
Vice admiral	11,952 86
Rear admiral, or commodore, with a captain under him	10,160 00
Captain of the fleet.....	5,122 67
Captain of a first-rate, 800 to 900 men.....	3,272 87
Captain of a second-rate, 650 to 700 men.....	2,864 00
Captain of a third-rate, 600 to 650 men.....	2,455 11
Captain of a fourth-rate, 350 to 450 men.....	2,045 33
Captain of a fifth-rate, 280 to 300 men.....	1,636 44
Captain of a sixth-rate, 125 to 175 men.....	1,432 00
Captain of a sloop, 100 or less	1,227 55

All which is exclusive of indulgences and allowances not known in our service.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of the undersigned, masters commandant in the navy of the United States, respectfully sheweth:

That your memorialists, deriving entire confidence from the justice of your honorable bodies, and from the consideration uniformly given to those who have petitioned for legislative interposition, are induced respectfully to present to your notice the great inferiority of their compensation, compared with that of other officers in the public service.

By the regulations establishing the relative rank of officers in the army and navy, masters commandant are assigned a rank equal to that of majors in the army; and by an act of Congress, the pay and emoluments of a major were fixed as follows:

Yearly pay, at \$50 per month	\$600 00
Amount of rations, 4 per diem, at 20 cents.....	292 00
Amount of forage for three horses, at \$8 per month	288 00
Amount of pay and rations for two servants.....	266 00
Amount of clothing for two servants	60 00
	<u>\$1,506 00</u>

By an act of Congress, passed 25th February, 1799, the pay and emoluments of a master commandant were fixed as follows:

Yearly pay, at \$60 per month	\$720 00
Amount of rations, five per diem, at 25 cents.....	456 25
	<u>\$1,176 25</u>

Leaving an excess in favor of majors in the army of \$329.75. In addition to which they are allowed 24 cords of fire wood, and, when commanding what are termed department, or double ration posts, (advantages which masters commandant can never enjoy,) their income amounts to \$1,798 annually, exclusive of fire wood and quarters.

There are seven navy yards and five recruiting stations, to each of which a master commandant is allowed; but with the exception of those officers, no one of the rank of your petitioners receives more than the pay and rations before exhibited, even when acting under all the responsibilities and consequent expensiveness of a separate command.

The law fixing the pay of a master commandant was passed in the year 1799, when it may fairly be

presumed that regard was had to the resources of the country, and the cheap rate at which the necessities of life could then be procured. Since that period, the salaries and pay of most of the public officers in the civil and military departments have been repeatedly and greatly increased, while that of your petitioners has remained the same.

Your memorialists would further respectfully represent, that they are a class of officers usually placed in command of sloops-of-war; and, although they may, and do, command vessels carrying more than twenty guns, that, by the construction of the law, and the usage of the service, they are only allowed the pay and rations before stated, while they are subject to the same heavy expenses as commanders of larger vessels, in outfits and entertainments, in the interchange of civilities with foreign officers and strangers, as well as with their own officers.

Your memorialists ask your honorable bodies to take into consideration the great length of time they have to serve in each grade, without any prospect of brevet rank and its advantages. There are thirty-three masters commandant, four of whom have served twenty-three years, five have served twenty-two years, five have served twenty years, and nineteen have served upwards of nineteen years, in the navy. Very few of them are much less than forty years of age, and twenty-six of them have been married, and have families. No person in the navy can by law, leave more than half his monthly pay, when abroad, for the support of his family and the education of his children. The half monthly pay of a master commandant amounts to three hundred and sixty dollars per annum; and, if he have no other resource, his family must retire, during his absence, to obscure and cheap board; and after his return from a long and expensive cruise, must select some frugal residence to await the period in which his services may be required, without any of the allowances for quarters, fuel, and servants, which are provided by the government for their brother officers in the army, of equal and of inferior rank.

Your memorialists have endeavored briefly to lay before your honorable bodies the principal facts in relation to their peculiar situation, confident that their feelings and motives cannot be misunderstood, as none hold in higher estimation the meritorious services, the distinguished characters, and exalted claims of their brother officers in each arm of the public service.

Your memorialists pray your honorable bodies to take into consideration the facts herein stated; and that they may be placed on such footing with their brother officers, as, in your wisdom, will enable them better to maintain the respectability and rank of commanders of men-of-war, and representatives of their country abroad.

And your memorialists, as in duty bound, will ever pray, &c.

JESSE WILKINSON.

JOHN GALLAGHER.

JOSEPH SMITH.

THOS. AP CATESBY JONES.

TH. HOLDUP STEVENS.

GEORGE W. STORER.

JOHN PORTER.

JOHN D. SLOAT.

BEVERLY KENNON.

WM. B. SHUBRICK.

MATTHEW C. PERRY.

FRANCIS H. GREGORY.

FOXHALL A. PARKER.

CHAS. W. SKINNER.

PHILIP F. VOORHEES.

EDWARD MCALL.

OTHO NORRIS.

BENJAMIN COOPER.

DANIEL TURNER.

JOHN T. NEWTON.

WILLIAM L. GORDON.

I have signed the names of the officers attached to this memorial by authority derived expressly from themselves.

TH. HOLDUP STEVENS, *Master Commandant United States Navy.*

WASHINGTON, December 7, 1828.

20TH CONGRESS.]

No. 373.

[2D SESSION.]

ON THE EXPEDIENCY OF CONNECTING WITH THE NAVY YARDS ESTABLISHMENTS FOR MANUFACTURING CORDAGE AND CANVAS FROM AMERICAN HEMP, FLAX AND COTTON, FOR THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 22, 1828.

NAVY DEPARTMENT, December 16, 1828.

SIR: In answer to a resolution of the House of Representatives, of the 12th May last, directing the Secretary of the Navy "to prepare and report a plan and estimates for connecting with two or more of the navy yards of the United States as many establishments for purchasing, water-rotting, and preparing for manufacture, American hemp and flax, and also cotton, as well as for manufacturing the same into cordage and canvas, for the use of the navy," the Secretary of the Navy has the honor to enclose a copy of a letter from the Commissioners of the Navy.

A careful consideration has been given to the resolution, and it has been found impracticable, in any view which the Department can take of the subject, to unite the proposed establishments for water-rotting hemp and flax to our navy yards; and therefore a plan for this connection is not and cannot be given.

The whole of our navy yards, with the exception of New York and Pensacola, have recently been examined, and plans formed for their future improvement, which have received the sanction of the Executive, and which would be injuriously deranged by any effort to accomplish that object. Nor, indeed, is it perceived how it would be practicable to do it, if these plans of improvement had not been made. If such establishments are to be formed, the nature of the labor, and the circumstances attending it, would require that they should be at a distance from, and altogether unconnected with the navy yards. Health and comfort would demand that the two should be separated. The buildings to be erected for the reception of hemp and flax, the works necessary for rotting it, in situations such as those of our navy yards, and the individuals to be employed at the labor, are of a character totally distinct from these now at our naval establishments. They would form new and different employments and business. The same difficulties occur, and the same remarks are applicable, as regards the manufacture of canvas.

On the latter part of the resolution, for manufacturing hemp into cordage, no difficulty is felt to exist. The opinion has heretofore been expressed, that establishments for this object ought to be connected with one or more of our navy yards; and additional experience has proved that it would be wise and economical to erect them without delay.

An estimate for this purpose is added. A single establishment, which might be erected with the amount estimated, and which should be placed either in the Norfolk yard, or near to the one in Washington, would be sufficient to supply all wants of the navy, and would secure us the best possible manufacture.

Respectfully submitted.

SAM'L L. SOUTHARD.

The Hon. SPEAKER of the House of Representatives.

Copy of a letter from the Board of Navy Commissioners to the Secretary of the Navy, dated—

NAVY COMMISSIONERS' OFFICE, October 31, 1828.

The Commissioners have had the honor of receiving your communication of the 11th instant, calling for a plan and estimates for connecting with two or more of the navy yards as many establishments for purchasing, water-rotting, and preparing for manufacture, American hemp and flax, and also cotton, as well as for manufacturing the same into cordage and canvas, for the use of the navy.

Never having contemplated such establishments as necessary appendages to navy yards, none such having been connected with either ours, or those of any country in Europe, the Commissioners have not extended their inquiries to the subject, and are not prepared to afford satisfactory information upon the various points involved in the call.

To obtain such information, it would be necessary to consult practical men, engaged in the erection of such works, in making the machinery required, and in all the various processes of preparing and manufacturing hemp, flax, and cotton; and would unavoidably occupy a considerable length of time, probably so long as to exclude any report upon the subject during the ensuing session of Congress.

The board would, with great deference, suggest for your consideration, whether the rotting of hemp and flax within or near either of our navy yards, would not have a tendency to render them unhealthy; and they would observe, that the yards, having, under the act of Congress "for the gradual improvement of the navy," been arranged with reference to their future improvement, could not, without deranging the plans adopted, admit of the proposed establishments.

Estimate

For a building of brick, 900 feet long, thirty-five feet wide in the clear, eleven feet high. The walls to be fourteen inches thick, having 120 windows, with ledged shutters, three feet by four, and twenty ledged doors, with frames, &c., complete; the roof to be framed with common rafters, to be laid on wall plates, having two collar beams to each pair, sheeted and covered with slate—

Cost, including all materials.....	\$15,024 16
Add, for machinery and hemp house, &c., &c.....	18,000 00
	<u>\$33,024 16</u>

20TH CONGRESS.]

No. 374.

[2D SESSION.]

NAVAL REGISTER FOR THE YEAR 1829.

COMMUNICATED TO THE SENATE DECEMBER 31, 1828.

NAVY DEPARTMENT, December 31, 1828.

SIR: I have the honor to transmit herewith, for the use of the members of the Senate, fifty copies of the Naval Register for the year 1829, prepared in obedience to a resolution of Congress, passed on the 13th day of December, 1815.

I am, sir, very respectfully, &c.,

SAM'L L. SOUTHARD.

To the PRESIDENT of the Senate of the United States.

Naval register for 1829.
CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	Lieutenant,	March 9, 1798.	Maryland	Maryland	Maryland	President Navy Board
James Barron	do	March 9, 1798.	Virginia	Virginia	Virginia	Commandant Navy yard, Gosport.
Wm. Bainbridge	Lieut. and commander,	May 22, 1799.	New Jersey	Pennsylvania	New Jersey	Commandant Navy yard, Philadelphia.
Thomas Tingey	Captain,	Sept. 3, 1798.	England	New Jersey	Dist. Columbia.	Commandant Navy yard, Washington.
Charles Stewart	Lieutenant,	March 9, 1798.	Pennsylvania	Pennsylvania	New Jersey	Waiting orders.
Isaac Hull	do	March 9, 1798.	Connecticut	Connecticut	Connecticut	Leave of absence.
Isaac Chauncy	do	Sept. 17, 1798.	do	New York	New York	Commandant Navy yard, New York.
Jacob Jones	do	April 10, 1799.	Delaware	Delaware	Delaware	Commanding Pacific squadron.
Charles Morris	Midshipman,	March 3, 1813.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Charlestown.
Arthur Sinclair	Acting midshipman,	July 15, 1798.	Virginia	Virginia	Virginia	Commanding agent, Norfolk.
Louis Warrington	Midshipman	Jan. 6, 1800.	do	do	do	Commissioner Navy Board.
William M. Crane	do	Jan. 23, 1799.	New Jersey	New Jersey	New Jersey	Commanding Mediterranean squadron.
James T. Leonard	do	Feb. 26, 1799.	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
James Biddle	do	Feb. 12, 1800.	Maryland	Maryland	Maryland	Leave of absence.
Charles G. Ridgely	do	Oct. 17, 1799.	New York	New York	New York	Commanding West India squadron.
Daniel T. Patterson	do	Aug. 29, 1800.	do	do	Louisiana	Commissioner Navy Board.
McLanahan T. Woolsey	do	April 9, 1800.	do	do	New York	Commandant Navy yard, Pensacola.
John O. Creighton	do	June 25, 1800.	do	do	do	Commanding Brazilian squadron.
John Downes	do	June 1, 1802.	Massachusetts	Massachusetts	Massachusetts	Commanding frigate Java.
John D. Henley	do	Oct. 14, 1799.	Virginia	Virginia	Maryland	Commandant Navy yard, Portsmouth.
Jesse D. Elliott	do	April 2, 1801.	Maryland	Pennsylvania	Pennsylvania	Board of examination.
Stephen Casin	do	Feb. 21, 1800.	Pennsylvania	Pennsylvania	Dist. Columbia.	Leave of absence.
James Renshaw	do	July 7, 1800.	do	do	Pennsylvania ..	Commanding naval officer, Charleston.
C. C. B. Thompson	do	Dec. 22, 1802.	Virginia	Virginia	Virginia	Commanding frigate guerriere.
Alex. S. Wadsworth	do	April 2, 1804.	Maine	Maine	Maine	Inspector of ordnance and ammunition.
George W. Rodgers	do	April 2, 1804.	Maryland	Maryland	Maryland	Board of examination.
George C. Read	do	April 2, 1804.	Ireland	Pennsylvania ..	Pennsylvania ..	Board of examination.
Henry E. Ballard	do	April 24, 1804.	Maryland	Maryland	Maryland	Commanding naval officer, Baltimore.
David Deacon	do	Oct. 10, 1799.	New Jersey	New Jersey	New Jersey	Leave of absence.
Samuel Woodhouse	do	May 2, 1801.	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Joseph J. Nicholson	do	April 2, 1804.	Maryland	Maryland	Maryland	Leave of absence.
Wolcott Chauncey	do	June 28, 1804.	Connecticut	New York	New York	Waiting orders.
Edmund P. Kennedy	do	Nov. 22, 1805.	Maryland	Dist. Columbia.	Virginia	Navy Yard, Philadelphia.
Alex. J. Dallas	do	Nov. 22, 1805.	Pennsylvania ..	Pennsylvania ..	Pennsylvania ..	Board of examination.
John B. Nicholson	do	July 4, 1805.	Virginia	Virginia	Virginia	

Captains | 35.

[77 For additions and changes, see Supplement.

Note.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1829—Continued.
MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
B. V. Hoffman	July 4, 1805.....	March 5, 1817....	New York	New York.....	New York.....	Commanding sloop Boston.
Jesse Wilkinson	July 10, 1805.....	April 18, 1818....	Virginia	Virginia	Virginia	Rendezvous, Norfolk.
George Budd	Nov. 23, 1805.....	March 28, 1820....	Maryland	Maryland	Maryland	Commanding sloop Natchez.
T. Ap Catesby Jones.....	do	do	Virginia	Virginia	Virginia	Commanding sloop Peaseck.
John Porter	June 20, 1806.....	do	Maryland	Maryland	New Hampshire	Receiving ship, Boston.
William B. Finch	do	do	England	District of Columbia	District of Columbia	Commanding sloop Vincennes.
Aug. 10, 1806.....	do	do	South Carolina	South Carolina	South Carolina	Rendezvous, Baltimore.
William P. Shubrick.....	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Alexander Claxton	Jan. 1, 1808.....	April 15, 1820....	Virginia	Virginia	New York	Commanding sloop Falmouth.
Charles W. Morgan	July 24, 1807.....	March 5, 1825....	New Jersey	New Jersey	New York	Commanding sloop Warren.
Lawrence Keany	Jan. 1, 1808.....	do	Virginia	Virginia	New York	Commanding sloop Fairfield.
Toxhall A. Parker	do	do	South Carolina	South Carolina	South Carolina	Rendezvous, New York.
Edward R. M'Call	do	do	Rhode Island	Rhode Island	Rhode Island	Commanding sloop Erie.
Daniel Turner	Jan. 10, 1809.....	do	Pennsylvania	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
David Corner	do	do	do	Maryland	Maryland	Commanding sloop Vandalia.
John Gallagher, sailingmaster	do	do	do	South Carolina	Connecticut	Navy yard, Washington.
Thomas H. Stevens	Feb. 8, 1808.....	do	South Carolina	Pennsylvania	Pennsylvania	Commanding sloop Lexington.
William M. Hunter	Jan. 10, 1809.....	March 21, 1823....	Pennsylvania	Pennsylvania	New York	Commanding sloop St. Louis.
John D. Sloat	Feb. 12, 1800.....	do	New York	Rhode Island	Rhode Island	Rendezvous, Charlestown.
Matthew C. Perry	March 1, 1809.....	do	Maine	Pennsylvania	Virginia	Mediterranean squadron.
Charles W. Skinner	Jan. 10, 1809.....	March 5, 1827....	Maryland	Maryland	Maryland	Commanding sloop Harriet.
Otho Norris	do	do	Virginia	Virginia	New York	Receiving ship, New York.
John T. Newton	do	do	Massachusetts	Massachusetts	Massachusetts	Navy yard, Boston.
Joseph Smith	do	do	Massachusetts	Massachusetts	Massachusetts	Commanding schooner Dolphin.
Lawrence Rousseau	do	April 24, 1828....	Louisiana	Louisiana	Louisiana	Navy yard, Portsmouth.
George W. Storer	do	do	New Hampshire	Maine	New Hampshire	Navy yard, Gosport.
Robert M. Rose	May 18, 1809.....	do	Virginia	Virginia	Virginia	Leave of absence.
Beverly Kennon	do	do	do	do	do	Leave of absence.
Edward R. Shubrick	Jan. 10, 1809.....	do	South Carolina	South Carolina	South Carolina	Navy yard, New York.
F. H. Gregory	do	do	Connecticut	Connecticut	Connecticut	Navy yard, Pensacola.
John H. Clinek	Nov. 13, 1809.....	do	Virginia	Virginia	Virginia	Receiving ship, Philadelphia.
P. F. Voorhes	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Benjamin Cooper	Jan. 10, 1809.....	do	do	do	New York	Charleston station.
William L. Gordon	Nov. 13, 1809.....	do	Virginia	Virginia	Virginia	

Masters commandant—38.

Naval register for 1829—Continued.
LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1814.						
James P. Oellers, sailingmaster.	Feb. 28, 1809.	July 24, 1813.	Pennsylvania	Pennsylvania	Pennsylvania	Suspended.
Samuel W. Adams	Jan. 1, 1808.	do	New Hampshire	New Hampshire	New Hampshire	Commanding schooner Shark.
1814.						
Silas Duncan	Nov. 15, 1809.	Dec. 9, 1814.	New Jersey	New Jersey	New Jersey	Waiting orders.
James Ramage, sailingmaster.	June 1, 1813.	do	Ireland	Pennsylvania	Pennsylvania	Delaware 74, Mediterranean.
David Geisinger	Nov. 15, 1809.	do	Maryland	Maryland	Maryland	Navy yard, Philadelphia.
Robert F. Stockton	Sept. 1, 1811.	do	New Jersey	New Jersey	New Jersey	Waiting orders.
Isaac McKeever	Feb. 1, 1809.	do	Pennsylvania	Louisiana	Pennsylvania	Receiving ship, Baltimore.
John P. Zantinger	Nov. 15, 1809.	do	do	Pennsylvania	do	In the Pacific.
Charles E. Crowley	Jan. 16, 1809.	do	South Carolina	South Carolina	South Carolina	Leave of absence.
William D. Satter	Nov. 15, 1809.	do	New York	New Jersey	New Jersey	Leave of absence.
Charles S. McCutley	Jan. 16, 1809.	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Boston.
John H. Bell	do	do	North Carolina	North Carolina	North Carolina	Commanding schooner Porpoise.
Thomas M. Newell, sailingmaster	Sept. 11, 1813.	do	Georgia	Georgia	Georgia	Frigate Java.
Elie A. F. Valette	Jan. 25, 1812.	do	Virginia	Pennsylvania	Pennsylvania	Rendezvous, Philadelphia.
William A. Spencer	Nov. 15, 1809.	do	New York	New York	New York	Sloop Natchez.
Thomas T. Webb	Jan. 1, 1808.	do	Virginia	Virginia	Virginia	Navy yard, Pensacola.
John Perceval	March 6, 1809.	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
John H. Autick	Nov. 15, 1809.	do	Virginia	Maryland	Virginia	Frigate Dracynwino.
William V. Taylor, sailingmaster	Nov. 28, 1813.	do	Rhode Island.	Rhode Island	Rhode Island	Frigate Hudson.
Mervine P. Mix, sailingmaster	July 3, 1813.	do	Connecticut	New York	Connecticut	Sloop Fairchild.
Bladen Delany	May 18, 1809.	do	Virginia	District of Columbia.	Virginia	Leave of absence.
Silas H. Stingham	Nov. 15, 1809.	do	New York	New York	New York	Navy yard, New York.
Wm. A. C. Farragut	Jan. 16, 1809.	do	Tennessee	Louisiana	Mississippi	Pensacola. Sick.
Stephen Champlin, sailingmaster	May 22, 1812.	do	Rhode Island.	Connecticut	Connecticut	Receiving ship, New York.
1815.						
Isaac Mayo	Nov. 15, 1809.	Feb. 4, 1815.	Maryland	Maryland	Maryland	Leave of absence.
William K. Latimer	do	do	do	do	do	Commanding schooner Grampus.
William Mervine	Jan. 16, 1809.	do	Pennsylvania	Pennsylvania	New York	Leave of absence.
Thomas Crabb	Nov. 15, 1809.	do	Maryland	do	Pennsylvania	Delaware 74.
Edward B. Bobbit	do	May 1, 1815.	Massachusetts	Massachusetts	Massachusetts	Frigate Guerriere.
Thomas Paine, jr., sailingmaster	Oct. 10, 1812.	Dec. 1, 1815.	Rhode Island.	South Carolina	Georgia	Furlough.
1816.						
James Armstrong	Nov. 15, 1809.	April 27, 1816.	Kentucky	Mississippi	Massachusetts	Leave of absence.
Joseph Smoot	Dec. 1, 1809.	do	Maryland	Maryland	Maryland	Navy yard, Gosport.
Robert E. Randolph	Aug. 15, 1810.	do	Virginia	Virginia	Virginia	Leave of absence.
Samuel L. Breese	Dec. 17, 1810.	do	New York	New York	New York	Leave of absence.
John Evans	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.

Navy register for 1829—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Benjamin Page, Jr.	Dec. 17, 1810....	April 27, 1816....	England	New York	New York	Leave of absence.
John T. Ritchie	do	do	Maryland	District of Columbia.	District of Columbia.	Frigate Guerriere.
John A. Wish	do	do	South Carolina	South Carolina	South Carolina	Sloop Fairfield.
John Gwinn	May 18, 1809....	do	Maryland	Maryland	Maryland	Leave of absence.
Thomas W. Wymann	Dec. 17, 1810....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Andrew Fitzhugh	June 9, 1811....	do	Virginia	Virginia	Virginia	Leave of absence.
John K. Carter, sailingmaster	May 9, 1812....	do	New York	New York	New York	New York station. Sick.
Joseph Cross	June 9, 1811....	do	Maryland	Maryland	Maryland	Frigate Brandywine.
Abraham S. Ten Eick	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Delaware 74.
Thomas S. Hammersley, sailingmaster	Jan. 14, 1812....	do	Virginia	Virginia	Virginia	Frigate Hudson.
John White, sailingmaster	Dec. 2, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Navy Yard, Boston.
Hiram Paulding	Sept. 1, 1811....	do	New York	New York	New York	Rendezvous, Philadelphia.
Jonathan D. Withamson	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
1817.						
Uriah P. Levy, sailingmaster	Oct. 21, 1812....	March 5, 1817....	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Charles Boorman	June 9, 1811....	do	Maryland	District of Columbia.	Virginia	Mediterranean.
French Forrest	do	do	do	do	District of Columbia.	Sloop Lexington.
William E. McKenney	do	do	New York	New York	New York	Leave of absence.
William J. Belt	Sept. 1, 1811....	do	Maryland	Maryland	Maryland	Frigate Hudson.
Charles H. Caldwell	do	do	England	Massachusetts	Connecticut	Frigate Guerriere.
William Jameson	do	do	Virginia	District of Columbia.	Virginia	Rendezvous, Norfolk.
William Boerum	do	do	New York	New York	New York	Leave of absence.
Charles L. Williamson	do	do	New Jersey	New Jersey	New Jersey	Delaware 74.
Charles Gaunt	Sept. 1, 1811....	do	do	do	Pennsylvania	Sloop Warren.
William W. Ramsay	do	do	Virginia	Virginia	District of Columbia.	Navy yard, Washington.
Ralph Voorhees	do	do	New Jersey	New Jersey	New Jersey	Sloop Falmouth.
Henry Henry, sailingmaster	July 1, 1812....	do	Maryland	Virginia	Pennsylvania	Leave of absence.
Samuel W. Downing	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Sloop Vandalia.
William Putnegr	do	do	Maryland	Maryland	New York	Frigate Hudson.
Henry W. Ogden	do	do	New Jersey	Pennsylvania	New Jersey	Leave of absence.
Alexander Eskridge	Jan. 1, 1812....	do	Virginia	Virginia	Virginia	Leave of absence.
Ebenezer Ridgeway	do	do	Massachusetts	New Hampshire	New Hampshire	Delaware 74.
Thomas A. Conover	do	do	New Jersey	New Jersey	New Jersey	Furlough.
Archibald S. Campbell	do	do	Virginia	Virginia	Virginia	Leave of absence.
William Taylor	do	do	do	do	do	Sloop St. Louis.
John C. Long	June 18, 1812....	do	New Hampshire	New Hampshire	New Hampshire	Exploring expedition.
John H. Graham	do	do	Vermont	New York	New York	Rendezvous, New York.
John H. Lee	do	do	Virginia	Virginia	Virginia	Leave of absence.

Naval register for 1829.—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
1818.						
James M. McIntosh.....	Sept. 1, 1811....	April 1, 1818....	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
Josiah Tatnall.....	Jan. 1, 1812....	do	do	do	do	Sloop Erie.
William T. Temple.....	Sept. 1, 1811....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Hugh N. Page.....	do	do	do	do	do	Navy yard, Norfolk.
John A. Cook.....	Jan. 1, 1812....	do	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
William Inman.....	do	do	New York.....	New York.....	New Jersey.....	Rendezvous, Carlisle, Pa.
Joel Abbot.....	June 18, 1812....	do	Massachusetts.....	Massachusetts.....	Rhode Island.....	Leave of absence.
Lewis E. Simonds.....	Jan. 1, 1812....	do	do	South Carolina.....	Massachusetts.....	Sloop Hornet.
John M. Dale.....	June 18, 1812....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
H. H. Cocke.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
William J. McCune.....	Jan. 1, 1812....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
E. D. Whitlock.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Receiving ship, Boston.
James Goshorn.....	June 18, 1812....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
J. B. Montgomery.....	June 4, 1812....	do	New Jersey.....	New York.....	New Jersey.....	Rendezvous, Carlisle.
Horace B. Sawyer.....	Jan. 1, 1812....	do	Vermont.....	Vermont.....	Vermont.....	Leave of absence.
C. K. Stribling.....	June 18, 1812....	do	South Carolina.....	South Carolina.....	Virginia.....	Sloop Vincennes.
Joshua B. Sands.....	do	do	New York.....	New York.....	New York.....	Sloop Vandalia.
1820.						
John J. Young.....	Jan. 1, 1812....	March 28, 1820....	New York.....	New York.....	New York.....	Sloop Hornet.
Charles H. Bell.....	June 18, 1812....	do	do	do	do	Sloop Erie.
Abraham Bigelow.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Frank Ellery.....	Jan. 1, 1812....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Rendezvous, Boston.
Frederick Varnum.....	June 18, 1812....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
Joseph R. Jarvis.....	do	do	do	Maine.....	Maine.....	Mediterranean.
Thomas W. Frelon.....	do	do	New York.....	New York.....	Vermont.....	Frigate Hudson.
James Williams.....	Sept. 1, 1811....	do	West Indies.....	District of Columbia.	Virginia.....	Receiving ship, Norfolk.
Samuel W. Le Compté.....	June 4, 1812....	do	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Charles T. Platt.....	June 18, 1812....	do	New York.....	New York.....	New York.....	Leave of absence.
1821.						
Wm. M. Armstrong.....	Nov. 30, 1814....	March 3, 1821....	Kentucky.....	Mississippi.....	Kentucky.....	Sloop Erie.
Wm. F. Shields.....	Feb. 2, 1814....	do	Georgia.....	Louisiana.....	Georgia.....	Leave of absence.
G. J. Pendergrat.....	Jan. 1, 1812....	do	Kentucky.....	Kentucky.....	Kentucky.....	Rendezvous, Norfolk.
Wm. C. Nicholson.....	June 18, 1812....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
1822.						
James B. Cooper, sailingmaster.....	July 9, 1812....	April 22, 1822....	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, Philadelphia.
1825.						
Daniel H. Mackey.....	April 16, 1813....	Jan. 13, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Hornet.
E. W. Carpenter.....	July 10, 1813....	do	New York.....	New York.....	New York.....	Sloop Falmouth.

Naval register for 1829—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John L. Saunders.....	Nov. 15, 1809.....	Jan. 13, 1825....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Joseph B. Hull.....	Nov. 9, 1813.....	do	New York.....	Connecticut.....	Connecticut.....	Frigate Guerriere.
Jott Stone Paine.....	do	do	Maine.....	Maine.....	Maine.....	Sloop Fairfield.
John E. Prentiss.....	March 1, 1813.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
John M. Sullivan.....	Nov. 9, 1813.....	do	Maryland.....	New York.....	New York.....	Sloop Vincennes.
Joseph Morehead.....	Jan. 1, 1812.....	do	South Carolina.....	Ohio.....	Ohio.....	Sloop St. Louis.
Thomas Pettigrew.....	Nov. 9, 1813.....	do	Maine.....	South Carolina.....	South Carolina.....	Sloop St. Louis.
Augustus Cutler.....	Jan. 1, 1812.....	do	Maine.....	Maine.....	Maine.....	Leave of absence.
John S. Channey.....	May 12, 1814.....	do	South Carolina.....	New York.....	New York.....	Delaware 74.
Irvine Shabrick.....	March 8, 1814.....	do	Rhode Island.....	South Carolina.....	Delaware.....	Delaware 74.
Charles Ellery.....	Dec. 6, 1814.....	do	Massachusetts.....	Rhode Island.....	Rhode Island.....	Schooner Shark.
Thomas R. Gerry.....	Feb. 1, 1814.....	do	Pennsylvania.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John Kelly.....	do	do	do	Pennsylvania.....	Pennsylvania.....	Schooner Dolphin.
Edmund Hyne.....	Nov. 30, 1814.....	do	Rhode Island.....	do	do	Delaware 74.
Edward S. Johnson.....	Dec. 6, 1810.....	do	Maryland.....	Rhode Island.....	Rhode Island.....	Sloop Natchez.
William H. Gardner.....	Dec. 17, 1810.....	do	Tennessee.....	Maryland.....	Virginia.....	Sloop Vandalia.
David G. Farragut.....	August 2, 1814.....	do	South Carolina.....	Tennessee.....	Tennessee.....	Sloop Vandalia.
Richard S. Pinckney.....	Jan. 1, 1812.....	do	New York.....	South Carolina.....	South Carolina.....	Waiting orders.
Stephen B. Wilson.....	Nov. 30, 1814.....	do	South Carolina.....	New York.....	New York.....	Rendezvous, Baltimore.
Edward C. Rutledge.....	do	do	Kentucky.....	South Carolina.....	South Carolina.....	Leave of absence.
William S. Harris.....	do	do	Ireland.....	Kentucky.....	Kentucky.....	Delaware 74.
Thomas Dornin.....	May 2, 1815.....	do	Virginia.....	Maryland.....	Maryland.....	Frigate Brandywine.
Robert B. Cunningham.....	Nov. 30, 1814.....	do	Pennsylvania.....	Virginia.....	Virginia.....	Frigate Brandywine.
James Glynn.....	March 4, 1815.....	do	North Carolina.....	do	Connecticut.....	Exploring expedition.
Joseph Myers.....	Dec. 6, 1814.....	do	South Carolina.....	do	North Carolina.....	Leave of absence.
William C. Wetmore.....	June 18, 1812.....	do	New York.....	New York.....	New York.....	Waiting orders.
Thomas R. Gebley.....	March 4, 1815.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Warren.
John Babier.....	Nov. 9, 1813.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Receiving ship, Boston.
Victor M. Randolph.....	June 11, 1814.....	do	Virginia.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Joseph Cutts, Jr.....	Dec. 6, 1814.....	do	Maine.....	Maine.....	Maine.....	Leave of absence. Sick.
Jacob Crowninshield.....	March 11, 1815.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Frederick Engle.....	Dec. 6, 1814.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
A. J. D. Browne.....	Dec. 17, 1810.....	do	Connecticut.....	Connecticut.....	Massachusetts.....	Sloop Boston.
Jesse Smith.....	March 11, 1815.....	do	Massachusetts.....	Massachusetts.....	do	Sloop Hornet.
John H. Smith.....	Jan. 1, 1815.....	do	New York.....	New York.....	New York.....	Furlough.
Francis Sanderson.....	Feb. 3, 1815.....	do	Maryland.....	Maryland.....	Maryland.....	Mediterranean.
John Radd.....	Nov. 30, 1814.....	do	Rhode Island.....	Virginia.....	Virginia.....	Frigate Brandywine.
Russell Baldwin.....	Nov. 17, 1813.....	do	Massachusetts.....	New York.....	New York.....	Leave of absence.
Jonathan W. Shurburne.....	Nov. 30, 1814.....	do	New Hampshire.....	New Hampshire.....	New Hampshire.....	Surveying.
Robert Ritchie.....	Feb. 1, 1814.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.

Naval register for 1829—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
David R. Stewart.....	Feb. 1, 1814.....	Jan. 13, 1825....	Maryland.....	Maryland.....	Maryland.....	Baltimore station.
William W. M. Kean.....	Nov. 30, 1814.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Warren.
Benjamin Tullmadge, jr.....	Jan. 24, 1815.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
Franklin Buchanan.....	Jan. 28, 1815.....	do.....	Maryland.....	Pennsylvania.....	Pennsylvania.....	Exploring expedition.
Hubbard M. Hobbs.....	March 4, 1815.....	do.....	Virginia.....	Virginia.....	Alabama.....	Frigate Guerriere.
Samuel Mercer.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Charles Lowndes.....	March 18, 1815.....	do.....	do.....	do.....	Virginia.....	Sloop Falmouth.
L. M. Goldsborough.....	June 18, 1812.....	do.....	District of Columbia.....	District of Columbia.....	Maryland.....	Schooner Porpoise.
George N. Hollis.....	Feb. 1, 1814.....	do.....	Maryland.....	Maryland.....	do.....	Leave of absence.
D. N. Ingraham.....	June 18, 1812.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
John Marton, jr.....	April 15, 1813.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Brandywine.
Henry Bruce.....	Nov. 9, 1813.....	do.....	Maine.....	do.....	do.....	Leave of absence.
William D. Newman.....	Feb. 1, 1814.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
Henry A. Adams.....	March 14, 1814.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Alexander B. Pinkman.....	June 17, 1814.....	do.....	Massachusetts.....	Ohio.....	Massachusetts.....	Exploring expedition.
William H. Homer.....	Nov. 30, 1814.....	do.....	do.....	Massachusetts.....	do.....	Mediterranean.
James D. Knight.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Fairfield.
Joseph Mattison.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandalla.
William S. Walker.....	do.....	do.....	New Hampshire.....	New Hampshire.....	Massachusetts.....	Leave of absence.
Alexander Stikell.....	Jan. 1, 1815.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
James C. Bougham.....	Jan. 11, 1815.....	do.....	Virginia.....	Maryland.....	Virginia.....	Schooner Grampus.
George F. Pearson.....	March 11, 1815.....	do.....	New Hampshire.....	Massachusetts.....	Massachusetts.....	Leave of absence.
1828.						
James T. Gerry.....	Dec. 20, 1815.....	April 28, 1820....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
John S. Nicholas.....	June 6, 1815.....	do.....	Virginia.....	Virginia.....	Virginia.....	Schooner Dolphin.
Samuel F. Dupont.....	Dec. 19, 1815.....	do.....	New Jersey.....	Delaware.....	Delaware.....	Leave of absence.
William L. Hudson.....	Jan. 1, 1816.....	do.....	New York.....	New York.....	New York.....	Sloop Warren.
William H. Campbell.....	May 30, 1816.....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Joseph M. Nicholson.....	do.....	do.....	do.....	do.....	do.....	Waiting orders.
James P. Wilson.....	Jan. 1, 1817.....	do.....	Virginia.....	Virginia.....	Virginia.....	Exploring expedition.
George A. Magruder.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Vincennes.
J. Edward Calhoun.....	May 30, 1816.....	do.....	Massachusetts.....	Maine.....	Maine.....	Leave of absence.
John Pope.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Henry D. South.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Schooner Porpoise.
Levin M. Powell.....	March 1, 1817.....	do.....	Maryland.....	Maryland.....	Maryland.....	Sloop St. Louis.
Charles Wilkes, jr.....	Jan. 1, 1818.....	do.....	Virginia.....	Virginia.....	Virginia.....	Exploring expedition.
Elisha Peck.....	March 4, 1817.....	do.....	New York.....	New York.....	New York.....	Frigate Java.
John R. Cox, jr.....	July 4, 1817.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Mediterranean.
William Seton.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
do.....	do.....	do.....	New York.....	New York.....	New York.....	do.....

Naval register for 1829—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1827.						
John A. Carr.....	July 4, 1817.....	April 28, 1826....	Maryland.....	Virginia.....	Virginia.....	Leave of absence.
Thomas J. Manning.....	Jan. 1, 1817.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
William Pearson.....	Jan. 1, 1818.....	do.....	do.....	do.....	do.....	Receiving ship, Philadelphia.
William L. Howard.....	Jan. 10, 1815.....	do.....	do.....	do.....	do.....	Sloop Erie.
William P. Perry.....	March 13, 1815....	do.....	Pennsylvania.....	District of Columbia	District of Columbia	Sloop Fairfield.
Richard A. Jones.....	June 18, 1812.....	do.....	New York.....	New York.....	New York.....	Frigate Brandywine.
John Swartwout.....	Nov. 9, 1813.....	do.....	do.....	do.....	do.....	Leave of absence.
Thomas J. Leib.....	Sept. 1, 1811.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William G. Woolsey.....	Jan. 1, 1817.....	do.....	At sea.....	Maryland.....	Maryland.....	Navy yard, New York.
William H. Kennon.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Arthur Lewis.....	do.....	do.....	do.....	do.....	do.....	Frigate Guerriere.
1827.						
John W. West.....	Nov. 3, 1818.....	March 3, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Guerriere.
T. O. Selfridge.....	Jan. 1, 1818.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Exploring expedition.
R. R. Pukham.....	do.....	do.....	do.....	Ohio.....	Ohio.....	Sloop Lexington.
Henry Eagles, Jr.....	do.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
A. K. Long.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Exploring expedition.
G. J. Van Brunt.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, Boston.
Henry Pakeny.....	Nov. 3, 1818.....	do.....	Maryland.....	Maryland.....	Maryland.....	West India squadron.
Wm. M. Glendy.....	Jan. 1, 1818.....	do.....	Virginia.....	do.....	Virginia.....	Sloop Boston.
John H. Little.....	do.....	do.....	Maryland.....	do.....	Maryland.....	Schooner Dolphin.
George P. Uphur.....	April 23, 1818.....	do.....	Virginia.....	Virginia.....	Virginia.....	Exploring expedition.
Samuel B. Cooke.....	Jan. 1, 1818.....	do.....	do.....	do.....	do.....	Leave of absence.
George S. Blake.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	West Indies.
Z. F. Johnston.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
William Green.....	Jan. 1, 1812.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel Barron.....	Jan. 1, 1818.....	do.....	do.....	do.....	do.....	Sloop Lexington.
George Isaac, Jr.....	Nov. 30, 1814.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Timothy G. Benham.....	Jan. 1, 1818.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
Robert W. Jones.....	Nov. 30, 1814.....	do.....	New York.....	New York.....	New York.....	Schooner Shark.
Alexander G. Gordon.....	Jan. 1, 1818.....	do.....	District of Columbia	District of Columbia	Virginia.....	Navy yard, Washington.
A. G. Slaughter.....	Nov. 30, 1814.....	do.....	Virginia.....	Virginia.....	do.....	Schooner Porpoise.
A. E. Downes.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Mediterranean.
Oscar Bullus.....	Nov. 3, 1817.....	do.....	District of Columbia	District of Columbia	New York.....	Waiting orders.
John L. Thomas.....	Jan. 1, 1818.....	do.....	Maryland.....	Maryland.....	Maryland.....	Sloop Hornet.
S. Humphreys.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
John Marshall.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Charles H. Jackson.....	March 4, 1818....	do.....	Georgia.....	Georgia.....	Georgia.....	Waiting orders.

Naval register for 1829—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Andrew A. Harwood	Jan. 1, 1818.....	March 3, 1827....	Pennsylvania	Pennsylvania	Pennsylvania.....	Receiving ship, Philadelphia.
T. McK. Buchanan	Nov. 3, 1818.....	do	Maryland	Maryland	Maryland	West Indies.
Joseph R. Blake	Jan. 1, 1818.....	do	Virginia	District of Columbia	District of Columbia	Frigate Hudson.
John Hamilton	July 4, 1818.....	do	New York.....	New York.....	New York	Schooner Shark.
Theo. Bailey, Jr.	Jan. 1, 1818.....	do	do	do	do	Receiving ship, New York.
John M. Rinker	do	do	Pennsylvania.....	Louisiana	Pennsylvania.....	Navy yard, Philadelphia.
A. M. Hall	do	do	Ireland	Maryland	Maryland	Receiving ship, New York.
H. Y. Purviance	Nov. 3, 1818.....	do	Maryland	do	do	Sloop Falmouth.
1828.						
* H. J. Auchmuty	May 10, 1820.....	May 17, 1828....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Rendezvous, New York.
S. M. Breckinridge	Dec. 15, 1819.....	do	Kentucky	Kentucky	Kentucky	Exploring expedition.
E. B. Boutwell	March 3, 1819.....	do	Virginia	Virginia	Virginia	Sloop St. Louis.
John E. Bingham	Dec. 13, 1818.....	do	New Jersey.....	New Jersey.....	New Jersey.....	Mediterranean.
E. O. Blanchard	May 10, 1820.....	do	Virginia	Mississippi	Louisiana	Leave of absence.
John Cassin	do	do	Pennsylvania.....	District of Columbia	District of Columbia	Frigate Guerriere.
F. B. Ellison	May 28, 1819.....	do	New York.....	New York.....	New York.....	Leave of absence.
John Graham	Feb. 27, 1819.....	do	Kentucky	Kentucky	Kentucky	Leave of absence.
P. H. Hayne	May 10, 1820.....	do	South Carolina	South Carolina	South Carolina	Charleston station.
James T. Homan	Dec. 3, 1819.....	do	Massachusetts	Massachusetts	Massachusetts.....	Sloop Boston.
William F. Lynch	Jan. 26, 1819.....	do	Virginia	Virginia	Virginia	Waiting orders.
Sidney Smith Lee	Dec. 30, 1820.....	do	do	do	do	Navy yard, Washington.
R. H. Morris	May 10, 1820.....	do	Vermont	Vermont	Vermont	Leave of absence.
R. R. McMullin	do	do	New York.....	New York.....	New York.....	Waiting orders.
John Manning	do	do	North Carolina	North Carolina	North Carolina	Waiting orders.
H. W. Morris	Aug. 21, 1819.....	do	New York.....	New York.....	New York	Sloop Eric.
F. A. Neville	May 10, 1820.....	do	Virginia	Ohio	Ohio.....	Leave of absence.
Lloyd B. Newell	do	do	Georgia	Georgia	Georgia.....	West Indies.
William S. Ogden	July 26, 1820.....	do	New York.....	New York.....	New York.....	Rendezvous, Carlisle.
Guadalupe Ringgold	March 4, 1819.....	do	Maryland	Maryland	Maryland	Sloop Vandalia.
John G. Rogers	July 4, 1817.....	do	do	do	do	Waiting orders.
Edmund M. Russell	June 18, 1812.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
J. S. Stretet	March 24, 1819.....	do	Maryland	Maryland	Maryland	Leave of absence.
J. Stallings	May 10, 1820.....	do	do	do	do	Waiting orders.
R. D. Thurnburn	March 30, 1820.....	do	Virginia	Virginia	Virginia.....	Leave of absence.
Elias C. Taylor	Jan. 1, 1819.....	do	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
William C. Whittle	May 10, 1820.....	do	Virginia	Virginia	Virginia.....	Leave of absence.
Hampton Westcott	do	do	District of Columbia	New Jersey.....	New Jersey.....	Waiting orders.

Lieutenants—263.

* The lieutenants of this date are placed in alphabetical order, because their relative rank cannot be fixed until the examination of all the midshipmen, whose warrants bear date prior to January 1, 1819, is completed.

Naval register for 1829—Continued.

SURGEONS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Edward Cutbush, surgeon.	June 24, 1799....	June 24, 1799....	Pennsylvania	Pennsylvania	Pennsylvania	Hospital, Washington.
Lewis Heermann.	Feb. 8, 1802....	Nov. 27, 1804....	Germany	Virginia	Louisiana	Leave of absence.
Jonathan Cowdery.	Jan. 1, 1800....	do	Massachusetts....	New York	Virginia	Receiving ship, Norfolk.
William P. C. Barton.	June 28, 1809....	June 28, 1809....	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
George Logan, surgeon.	April 21, 1810....	April 21, 1810....	South Carolina	South Carolina	South Carolina	Charleston, S. C. Unwell.
Thomas Harris, surgeon.	May 6, 1812....	July 6, 1812....	Pennsylvania	Pennsylvania	Pennsylvania	Hospital, Philadelphia.
William Turk.	May 15, 1800....	July 24, 1813....	New York	New York	New York	Hospital, Boston.
Hyde Ray.	July 20, 1809....	do	Maryland	Maryland	Maryland	Leave of absence.
Gerard Dayers.	March 15, 1809....	do	District of Columbia.	District of Columbia.	Virginia	Navy yard, Charlestown.
John A. Kearny.	March 3, 1809....	do	Ireland	do	Delaware 74.	Delaware 74.
Bailly Washington.	May 14, 1813....	April 15, 1814....	Virginia	Virginia	Virginia	Leave of absence.
William Swift.	May 19, 1813....	May 22, 1815....	Massachusetts....	Massachusetts....	Massachusetts....	Exploring expedition.
Thomas B. Salter.	July 8, 1812....	April 27, 1816....	New Jersey	New Jersey	New Jersey	Hospital, New York.
Peter Christie.	July 10, 1812....	March 27, 1818....	do	do	Pennsylvania	Navy yard, Portsmouth.
Samuel Jackson.	Dec. 21, 1812....	do	New York	New York	New York	Navy yard, New York.
Andrew B. Cooke.	April 29, 1813....	do	do	do	do	Frigate Hudson.
Leonard Osborne.	May 13, 1813....	do	England	District of Columbia.	Maryland	Marine barracks, Washington.
Thomas Williamson.	Nov. 8, 1813....	do	Maryland	Maryland	do	Hospital, Norfolk.
George S. Spruston.	Aug. 8, 1815....	do	do	do	do	Reverend, Baltimore.
Enathan Judson.	Dec. 28, 1818....	do	Massachusetts....	Massachusetts....	District of Columbia.	Leave of absence. Sick.
Benajah Ticknor.	Dec. 28, 1818....	July 10, 1824....	Vermont	Connecticut	Connecticut	Leave of absence.
Mordecai Morgan.	March 28, 1820....	do	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Guerriere.
Thomas J. Boyd.	Jan. 10, 1815....	do	Delaware	Delaware	Delaware	Frigate Brandywine.
William Birchmore.	Sept. 11, 1819....	May 2, 1825....	England	Massachusetts....	Maine	Receiving ship, New York.
James Cornick.	Dec. 10, 1814....	May 3, 1825....	Virginia	Virginia	Virginia	Leave of absence.
Charles Chase.	July 30, 1818....	May 6, 1825....	Maine	Maine	Maine	Sloop Natchez.
D. S. Edwards.	May 12, 1823....	May 6, 1825....	Connecticut	Connecticut	Connecticut	Sloop Boston.
Isaac Hulse.	Dec. 20, 1815....	May 22, 1826....	New York	New York	Maryland	Pennacola station.
John S. Wiley.	March 28, 1820....	May 23, 1826....	Maryland	Maryland	Virginia	Sloop Erie.
George Terrill.	June 30, 1823....	May 24, 1826....	South Carolina	South Carolina	South Carolina	Frigate Java.
John Huslett.	do	May 25, 1826....	Pennsylvania	Pennsylvania	Pennsylvania	Reverend, New York.
E. L. Dubarry.	Dec. 24, 1822....	March 5, 1811....	Maryland	Maryland	Maryland	Furlough.
Henry W. Bassett.	June 5, 1820....	Jan. 3, 1828....	do	do	do	Sloop Vandallia.
James Page.	July 9, 1824....	do	New York	Florida	Florida	Hospital, Pensacola.
Water Smith.	do	do	Virginia	Pennsylvania	New Jersey	Sloop St. Louis.
Benjamin F. Boche.	Nov. 15, 1824....	do	New York	New York	New York	Sloop Falmouth.
A. A. Adece.	Nov. 15, 1824....	do	Virginia	Virginia	Virginia	Mediterranean.
Thomas Dillard.	Nov. 15, 1824....	do	do	do	do	Sloop Fairfield.

Naval register for 1829—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Augustin P. Beers.....	Nov. 16, 1824.....	Dec. 4, 1828.....	New York.....	Connecticut.....	Connecticut.....	Waiting orders.
John R. Chandler.....	Nov. 14, 1824.....	do	District of Columbia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
R. P. Macomber.....	July 13, 1824.....	do	Rhode Island.....	Rhode Island.....	New York.....	Waiting orders.
Stephen Rapajie.....	June 30, 1823.....	do	New York.....	New York.....	do	Mediterranean.
Benjamin R. Tindal.....	Feb. 1, 1823.....	do	do	do	do	Sloop Hornet.
Surgeons—43.						
ASSISTANT SURGEONS.						
William Belt.....	Sept. 23, 1811.....	Sept. 23, 1811.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Washington.
T. V. Wiesenhal.....	Dec. 10, 1814.....	Dec. 10, 1814.....	do	do	do	Hospital, Gosport.
James R. Boyce.....	Jan. 31, 1815.....	April 27, 1816.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Cornelius Moore.....	May 26, 1824.....	May 26, 1824.....	New York.....	New York.....	New York.....	Hospital, Philadelphia.
John H. Inlay.....	Nov. 16, 1824.....	Nov. 16, 1824.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Boston.
Richard Kennon.....	Nov. 17, 1824.....	Nov. 17, 1824.....	Virginia.....	Virginia.....	Virginia.....	Schooner Porpoise.
James M. Greene.....	April 20, 1825.....	April 20, 1825.....	Ireland.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Gideon White, Jr.....	May 2, 1825.....	May 2, 1825.....	Maryland.....	Maryland.....	Maryland.....	Sloop Warren.
William Plunstead.....	May 13, 1825.....	May 13, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Java.
George W. Codwise.....	May 14, 1825.....	May 14, 1825.....	West Indies.....	New York.....	New York.....	Sloop Falmouth.
John F. Brooke.....	May 16, 1825.....	May 16, 1825.....	Virginia.....	Pennsylvania.....	Virginia.....	Navy yard, Boston.
Henry S. Coulter.....	May 23, 1826.....	May 23, 1826.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
G. B. E. Horner.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Robert J. Dodd.....	May 29, 1826.....	May 29, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Graupias.
William Seal.....	June 24, 1826.....	June 24, 1826.....	Delaware.....	do	Delaware.....	Sloop Vincennes.
Samuel G. Clarkson.....	Aug. 8, 1826.....	Aug. 8, 1826.....	Pennsylvania.....	do	Pennsylvania.....	Schooner Graupias.
W. S. W. Ruschenberger.....	Aug. 10, 1826.....	Aug. 10, 1826.....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Brandywine.
Samuel B. Malone.....	Aug. 11, 1826.....	Aug. 11, 1826.....	Virginia.....	Alabama.....	Alabama.....	Frigate Brandywine.
Samuel W. Ruff.....	Aug. 12, 1826.....	Aug. 12, 1826.....	do	Virginia.....	Virginia.....	Frigate Java.
William C. McCall.....	Aug. 14, 1826.....	Aug. 14, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Dolphin.
Mifflin Coulter.....	Aug. 15, 1826.....	Aug. 15, 1826.....	Maryland.....	Maryland.....	Maryland.....	Sloop Natchez.
William Johnson.....	Aug. 16, 1826.....	Aug. 16, 1826.....	Delaware.....	Delaware.....	Delaware.....	Frigate Hudson.
John Denay.....	Aug. 17, 1826.....	Aug. 17, 1826.....	Maryland.....	Maryland.....	Maryland.....	Sloop Lexington.
Samuel Mosely.....	do	do	do	Virginia.....	Virginia.....	Frigate Java.
Wm. Fairlie Patton.....	do	do	do	do	do	Frigate Brandywine.
George W. Palmer.....	Aug. 18, 1826.....	Aug. 18, 1826.....	New York.....	New York.....	New York.....	Delaware 74.
Samuel Barrington.....	Jan. 3, 1828.....	Jan. 3, 1828.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Hornet.
William Minor.....	do	do	do	do	do	Schooner Dolphin.
Thomas L. Smith.....	do	do	New Jersey.....	New York.....	New York.....	Frigate Hudson.
William Whelan.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
Andrew E. Kennedy.....	do	do	do	do	do	West India squadron.
Jacob Jameson.....	do	do	New York.....	New York.....	New York.....	Mediterranean.

Naval register for 1829—ASSISTANT SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Assistant surgeons—34						
Lewis B. Hunter	Jan. 3, 1825....	Jan. 3, 1828....	New Jersey	New Jersey	New Jersey	Frigate Hudson.
George Blacknell	do	do	North Carolina	North Carolina	North Carolina	Sloop Fairfield.
PURSEERS.						
Isaac Garretson	March 9, 1798....	April 25, 1812....	Pennsylvania	Maryland	Virginia	Leave of absence.
Clement S. Hunt	June 7, 1803....	do	Maryland	do	Rhode Island	Navy yard, Philadelphia.
Gwin Harris	April 9, 1804....	do	do	District of Columbia.	Maryland	Leave of absence.
John H. Carr	June 28, 1804....	do	England	Virginia	New Jersey	Receiving ship, Philadelphia.
Samuel Hambleton	Dec. 6, 1806....	do	Maryland	District of Columbia.	Maryland	Navy yard, Pensacola.
Thomas J. Chew	March 9, 1809....	do	Connecticut	Connecticut	New York	New York station.
Lewis Deblais	March 22, 1810....	do	Massachusetts	District of Columbia.	Massachusetts	Not on duty.
Fras. A. Thornton	Jan. 29, 1811....	do	Virginia	Virginia	Virginia	Leave of absence.
James M. Halsey	March 2, 1811....	do	New York	New York	New York	Leave of absence.
Edward Fitzgerald	March 22, 1811....	do	Pennsylvania	Pennsylvania	District of Columbia.	Navy yard, Gosport.
Alexander P. Darragh	May 6, 1811....	do	Delaware	Delaware	Virginia	Leave of absence.
William S. Rogers	Feb. 26, 1813....	Feb. 26, 1813....	Rhode Island	Rhode Island	Rhode Island	Frigate Hudson.
Samuel P. Todd	July 20, 1812....	March 1, 1813....	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Java.
George Beale	Jan. 8, 1812....	July 24, 1813....	Virginia	Virginia	Virginia	Rendezvous, Carlisle.
James H. Clark	July 24, 1812....	do	Connecticut	New York	New York	Navy yard, New York.
Joseph Wilson	do	do	Massachusetts	Massachusetts	New Hampshire	Frigate Guerriere.
Joseph B. Wilkinson	do	do	Kentucky	Mississippi	Louisiana	Leave of absence.
William Sinclair	March 26, 1814....	March 26, 1814....	Massachusetts	Georgia	Georgia	Charleston, South Carolina, station.
John N. Todd	March 1, 1815....	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Lexington.
Timothy Winn	June 29, 1799....	May 17, 1815....	Massachusetts	Massachusetts	District of Columbia.	Navy yard, Washington.
William M. Sands	May 20, 1815....	May 20, 1815....	New York	New York	New York	Sloop Vincennes.
Joseph H. Terry	June 6, 1815....	June 6, 1815....	do	do	do	Waiting orders.
Thomas Breese	July 8, 1815....	July 8, 1815....	Rhode Island	Rhode Island	Rhode Island	Sloop Fairmount.
Gardner Thomas	July 12, 1815....	July 12, 1815....	Massachusetts	Massachusetts	New York	Sloop Warren.
John De Bree	Dec. 29, 1817....	Dec. 29, 1817....	New Jersey	Pennsylvania	Virginia	Receiving ship, Norfolk.
Charles O. Handy	do	do	Rhode Island	Rhode Island	Rhode Island	Navy yard, Portsmouth.
Silas Butler	April 6, 1799....	do	Connecticut	Connecticut	New York	Delaware 74.
Edward N. Cox	do	do	Maryland	New York	do	Frigate Brandywine.
Nathaniel H. Perry	March 28, 1820....	do	Rhode Island	Rhode Island	Rhode Island	Sloop Fairfield.
John N. Hambleton	Oct. 26, 1819....	May 26, 1824....	Maryland	Maryland	Maryland	Waiting orders.
Joseph Watson	Sept. 11, 1821....	do	Massachusetts	New York	New York	Sloop Boston.
William M. Murtrie	Nov. 14, 1822....	do	Pennsylvania	New Jersey	New Jersey	Navy yard, Boston.
Garret R. Barry	Jan. 15, 1824....	March 3, 1825....	do	Pennsylvania	Pennsylvania	Sloop Vandalla.
William P. Zantinger	July 24, 1813....	do	do	do	do	Waiting orders.
Daniel M ^r . Thornton	Dec. 30, 1824....	do	Virginia	Kentucky	Virginia	Sloop Erie.

Naval register for 1829.—Pursers—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Pursers—41.						
Joshiah Colston	May 25, 1825....	May 23, 1825....	Maryland	District of Columbia.	District of Columbia.	Sloop Natchez.
Robert Pottinger	Jan. 9, 1809	July 16, 1825....	do	Maryland	Maryland	Sloop Hornet.
Dudley Walker	March 4, 1819	Aug. 21, 1826....	Massachusetts	Massachusetts	Massachusetts	Sloop St. Louis.
M'Kean Buchanan	Aug. 21, 1826....	do	Maryland	District of Columbia.	Pennsylvania	Schooner Dolphin.
Henry Etting	Jan. 1, 1818	Nov. 7, 1825....	do	Pennsylvania	do	Leave of absence. Sick.
James Brooke	Dec. 25, 1818	Jan. 7, 1823....	Virginia	New York.....	Virginia	Schooner Porpoise.
CHAPLAINS.						
James Everett	Dec. 25, 1818....	Dec. 25, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Addison Sarle	April 27, 1820....	April 27, 1820....	New Hampshire	New Hampshire	New York.....	Leave of absence.
Cave Jones	June 3, 1823....	May 26, 1824....	New York	New York	do	Naval school, New York.
John W. Grier	Oct. 18, 1824....	March 3, 1825....	Pennsylvania.....	Pennsylvania	Pennsylvania	Delaware 74.
Edward M'Laughlin.....	April 19, 1826....	April 19, 1826....	New York.....	New York.....	New York.....	New yard, Gosport.
Hervey H. Hayes	May 3, 1827....	May 3, 1827....	Connecticut	Connecticut	Connecticut	Frigate Java.
John P. Fenner	Feb. 25, 1828....	Feb. 25, 1828....	England	District of Columbia	New York.....	Navy yard, Washington.
G. W. Ridgely	April 24, 1828....	April 14, 1828....	Kentucky	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Charles S. Stewart	Nov. 1, 1828....	Nov. 1, 1823....	New Jersey	New York.....	New York.....	Frigate Guerriere.
Chaplains—9.						

PASSED MIDSHIPMEN.*

George Adams	May 24, 1823....	May 24, 1823....	Maryland	Maryland	Maryland	Waiting orders.
John Calhoun	do	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Frigate Hudson.
Thomas T. Craven	do	do	District of Columbia.	New Hampshire	New York.....	Sloop Erie.
Andrew H. Foot	do	do	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
Alexander Gib on	do	do	Virginia	Virginia	Virginia	Schooner Dolphin.
N. C. Lawrence	do	do	New York.....	New York.....	New York.....	Sloop Vandalia.
Law. Pennington	do	do	Pennsylvania.....	Pennsylvania	Pennsylvania.....	Sloop Fairfield.
Robert G. Robb	do	do	Virginia	Virginia	Virginia	Frigate Guerriere.
Edward Schermerhorn	do	do	New York.....	New York.....	New York.....	Waiting orders.
Samuel W. Stockton	do	do	New Jersey	New Jersey	New Jersey	Waiting orders.

Passed midshipmen—10.

MIDSHIPMEN.

A.						
Robert W. Alden	May 1, 1822....	May 1, 1822....	New Hampshire	Pennsylvania.....	Pennsylvania	Frigate Hudson.
Chas. M. Armstrong	do	do	New York.....	New Jersey	New Jersey	Leave of absence.
Gurdon C. Ashbon	Dec. 9, 1823....	Dec. 9, 1823....	Virginia	Virginia	Virginia	Sloop Fairfield.
•James Alden, jr.	April 1, 1823....	April 1, 1823....	Maine	Maine	Maine	Waiting orders.

* Alphabetically arranged for the present. Their relative rank cannot be ascertained until *all*, now before the board, are examined.
☞ These midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

Naval register for 1829—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
B.						
Joseph R. Brown	July 10, 1819.....	July 10, 1819.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Patrick F. Bradley	Sept. 1, 1822.....	Sept. 1, 1822.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Under examination.
John L. Ball	Dec. 4, 1822.....	Dec. 4, 1822.....	Virginia.....	Virginia.....	Virginia.....	Under examination.
George Briard	March 4, 1823.....	March 4, 1823.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Frigate Java.
do	do	do	do	Kentucky.....	Kentucky.....	Under examination.
Robert L. Browning	Aug. 4, 1823.....	Aug. 4, 1823.....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Grampus.
Henry H. Bell	Aug. 19, 1823.....	Aug. 19, 1823.....	New York.....	New York.....	New York.....	Under examination.
Edward Boyd	Aug. 27, 1823.....	Aug. 27, 1823.....	Maryland.....	District of Columbia.....	District of Columbia.....	Exploring expedition.
Junius L. Boyle	Oct. 4, 1823.....	Oct. 4, 1823.....	Georgia.....	Georgia.....	Georgia.....	Delaware 74.
John R. Bryan	Dec. 1, 1824.....	Dec. 1, 1824.....	North Carolina.....	North Carolina.....	North Carolina.....	Delaware 74.
Owen Burns	Jan. 1, 1825.....	Jan. 1, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
George M. Bache	March 1, 1825.....	March 1, 1825.....	Massachusetts.....	Vermont.....	Massachusetts.....	Sloop Vincennes.
Francis Bartlett	do	do	do	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
Simon B. Bissell	do	do	do	Georgia.....	New Jersey.....	Frigate Guerriere.
John M. Berrien	do	do	District of Columbia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
Thomas W. Brent	do	do	do	do	do	Delaware 74.
Francis G. Beatty	Dec. 7, 1825.....	Dec. 7, 1825.....	New York.....	Connecticut.....	Connecticut.....	Sloop Lexington.
Lorenzo T. Bennett	April 1, 1826.....	April 1, 1826.....	Virginia.....	Virginia.....	Virginia.....	Schooner Porpoise.
William H. Brown	Nov. 1, 1826.....	Nov. 1, 1826.....	New Jersey.....	New York.....	New York.....	Frigate Java.
Henry Boersom	do	do	Louisiana.....	Louisiana.....	Louisiana.....	Sloop Erie.
*Agneur Boeque	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Warren.
Charles S. Boggs	do	do	Georgia.....	District of Columbia.....	Georgia.....	Sloop Vandalla.
*Philip M. Box	March 1, 1827.....	March 1, 1827.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Schooner Porpoise.
Edmund Burke	May 1, 1827.....	May 1, 1827.....	New York.....	New York.....	New York.....	Delaware 74.
William W. Blucker	Aug. 1, 1827.....	Aug. 1, 1827.....	Virginia.....	Mississippi.....	Mississippi.....	Delaware 74.
*Carter Beverley	Dec. 1, 1827.....	Dec. 1, 1827.....	do	Virginia.....	Virginia.....	Frigate Guerriere.
*James E. Brown	Jan. 1, 1828.....	Jan. 1, 1828.....	Maryland.....	Maryland.....	District of Columbia.....	Schooner Grampus.
*William H. Brown	do	do	Virginia.....	Virginia.....	Virginia.....	Schooner Grampus.
*Lloyd J. Bryan	April 1, 1823.....	April 1, 1823.....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Guerriere.
William H. Burgess	do	do	District of Columbia.....	Ohio.....	District of Columbia.....	Exploring expedition.
*William H. Ball	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.
*William C. Baustier	do	do	Pennsylvania.....	Ohio.....	Ohio.....	Frigate Guerriere.
*John Borden	July 1, 1828.....	July 1, 1828.....	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalla.
John Buchanan	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Naval school, New York.
*John W. Barker	Nov. 1, 1828.....	Nov. 1, 1828.....	Virginia.....	Virginia.....	District of Columbia.....	Sloop Hornet.
*Gustavus R. A. Brooke	do	do	Maryland.....	Maryland.....	District of Columbia.....	Waiting orders.
*Selmon R. Baker	do	do	do	do	do	Waiting orders.
*Hyde Ray Bowie	do	do	do	do	do	Waiting orders.
W. C. Chanamoy	May 1, 1822.....	May 1, 1822.....	New York.....	New York.....	New York.....	Under examination.

C.

Naval register for 1829—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rank.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
W. C. G. Carrington.....	Feb. 6, 1823.....	Feb. 6, 1823.....	North Carolina.....	North Carolina.....	North Carolina.....	Under examination.
Horatio N. Cady.....	March 4, 1823.....	March 4, 1823.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Under examination.
Philander F. Canedy.....	do.....	do.....	Massachusetts.....	Vermont.....	Vermont.....	Under examination.
Walter C. Catts.....	do.....	do.....	Maine.....	District of Columbia.....	District of Columbia.....	Sloop Boston.
Jeune Cullen.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Under examination.
Frederick Chetard.....	Nov. 16, 1824.....	Nov. 16, 1824.....	Maryland.....	Maryland.....	Maryland.....	Sloop Falmouth.
Charles Gilton.....	Dec. 1, 1824.....	Dec. 1, 1824.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
John B. Cutting, Jr.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
John C. Carter.....	do.....	do.....	do.....	Kentucky.....	Kentucky.....	Delaware 74.
Richard S. Cox.....	March 1, 1825.....	March 1, 1825.....	New York.....	New Jersey.....	New Jersey.....	Frigate Java.
John W. Cox, Jr.....	do.....	do.....	Louisiana.....	Ohio.....	Ohio.....	Sloop Lexington.
Daniel Cameron.....	Jan. 1, 1826.....	Jan. 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Furlough.
Daniel Carter.....	Aug. 1, 1826.....	Aug. 1, 1826.....	Ohio.....	Ohio.....	Ohio.....	Frigate Java.
William Chandler.....	do.....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Vincennes.
Robert A. Caslin.....	Nov. 1, 1826.....	Nov. 1, 1826.....	Pennsylvania.....	Louisiana.....	do.....	Sloop Lexington.
William C. Chaplin.....	do.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Schooner Shark.
M. G. L. Claiborne.....	Feb. 1, 1827.....	Feb. 1, 1827.....	Tennessee.....	Tennessee.....	Tennessee.....	Frigate Hudson.
Overton Carr.....	March 1, 1827.....	March 1, 1827.....	District of Columbia.....	Indiana.....	District of Columbia.....	Frigate Java.
Charles H. Cotton.....	Jan. 1, 1828.....	Jan. 1, 1828.....	Vermont.....	Vermont.....	Vermont.....	Schooner Shark.
Franklin Clinton.....	April 1, 1828.....	April 1, 1828.....	New York.....	New York.....	New York.....	Leave of absence.
Augustus L. Case.....	do.....	do.....	do.....	do.....	do.....	Frigate Hudson.
James W. Cooke.....	do.....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Guerriere.
John A. Coyle.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Fairfield.
Charles A. Connell.....	June 1, 1828.....	June 1, 1828.....	Maryland.....	Virginia.....	District of Columbia.....	Naval school, New York.
Robert H. Colbourn.....	Nov. 1, 1828.....	Nov. 1, 1828.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Resisting ship, Philadelphia.
D.						
Fitz Allen Deas.....	July 4, 1821.....	July 4, 1821.....	New York.....	South Carolina.....	South Carolina.....	Under examination.
Nathaniel W. Duke.....	May 1, 1822.....	May 1, 1822.....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Falmouth.
John A. Davis.....	March 4, 1823.....	March 4, 1823.....	South Carolina.....	Tennessee.....	Louisiana.....	Under examination.
Charles H. Davis.....	Aug. 12, 1823.....	Aug. 12, 1823.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Under examination.
Charles H. Duryee.....	Aug. 19, 1823.....	Aug. 19, 1823.....	New York.....	New York.....	New York.....	Under examination.
Era T. Doughty.....	May 3, 1824.....	May 3, 1824.....	do.....	do.....	do.....	Frigate Java.
James F. Duncan.....	Nov. 12, 1825.....	Nov. 12, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
John C. Davidson.....	Nov. 22, 1825.....	Nov. 22, 1825.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Delaware 74.
John A. Dahlgren.....	Feb. 1, 1826.....	Feb. 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Henry D'Arenault.....	April 1, 1826.....	April 1, 1826.....	Louisiana.....	Louisiana.....	Louisiana.....	Frigate Guerriere.
Benjamin M. Dovo.....	Dec. 1, 1826.....	Dec. 1, 1826.....	Virginia.....	Virginia.....	District of Columbia.....	Frigate Java.
Charles D. Drake.....	April 1, 1827.....	April 1, 1827.....	Ohio.....	Ohio.....	Ohio.....	Sloop Hornet.
John De Camp.....	Oct. 1, 1827.....	Oct. 1, 1827.....	New Jersey.....	Florida.....	Florida.....	Sloop Vandalia.

Naval register for 1829—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
E.	Alexander L. Dade.....	Nov. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
	•Percival Drayton.....	Dec. 1, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Hudson.
	•Robert Deacon.....	Jan. 1, 1828....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandania.
	•Francis V. Delberghe.....	April 1, 1828....	Georgia.....	Georgia.....	Georgia.....	Sloop Erie.
	•Daniel F. Dulany.....	do.....	Virginia.....	Maine.....	Virginia.....	Sloop St. Louis.
	•E. S. B. Durling.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
	•Townsend Dade.....	May 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Frigate Guerriere.
	William B. Everett.....	Feb. 1, 1823....	Maryland.....	Maryland.....	Rhode Island.....	Frigate Hudson.
	Alexander H. Edwards.....	March 4, 1823....	Indiana.....	Michigan.....	Michigan.....	Under examination.
	Thomas O. L. Elwyn.....	Sept. 19, 1825....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
F.	Stephen D. Elliott.....	March 1, 1827....	Mississippi.....	Mississippi.....	Mississippi.....	Sloop Erie.
	•Joseph Eckford.....	May 1, 1827....	New York.....	New York.....	New York.....	Exploring expedition.
	•George F. Emmons.....	April 1, 1828....	Vermont.....	Vermont.....	Vermont.....	Naval school, New York.
	•William G. Elliott.....	do.....	Missouri.....	Arkansas.....	Arkansas.....	Waiting orders.
	•Samuel W. Ellis.....	do.....	South Carolina.....	North Carolina.....	South Carolina.....	Waiting orders.
	Lewis C. F. Fallo.....	March 8, 1822....	Pennsylvania.....	Florida.....	Florida.....	Under examination.
	Eleonor Farrand.....	March 4, 1823....	New York.....	New Jersey.....	New Jersey.....	Sloop Lexington.
	Archibald B. Fairfax.....	Aug. 4, 1823....	Virginia.....	Virginia.....	Virginia.....	Sloop Lexington.
	Robert Fitzhugh.....	Jan. 1, 1825....	Maryland.....	New York.....	New York.....	Sloop Boston.
	Timothy B. Field.....	March 1, 1825....	Connecticut.....	Massachusetts.....	Massachusetts.....	Sloop Warren.
G.	William C. Farrar.....	April 1, 1826....	Missouri.....	Missouri.....	Missouri.....	Delaware 74.
	•James N. Forsyth.....	Nov. 1, 1826....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
	Henry French.....	Jan. 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
	•Octavius T. Fairfax.....	do.....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
	•Henry C. Flagg, jr.....	April 1, 1828....	Connecticut.....	South Carolina.....	South Carolina.....	Frigate Guerriere.
	•James M. Frailey.....	May 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Sloop St. Louis.
	•George M. Fowler.....	Nov. 1, 1828....	Louisiana.....	Louisiana.....	Louisiana.....	Naval school, New York.
	•Richard Forrest.....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop St. Louis.
	Sylvanus Gordon.....	March 4, 1819....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Naval school, Norfolk.
	John J. Glasson.....	Feb. 1, 1823....	New York.....	New York.....	New York.....	Sloop Warren.
H.	Guert Gausevoort.....	March 4, 1823....	do.....	do.....	do.....	Sloop St. Louis.
	Isreal S. Griffin.....	do.....	Maryland.....	Maryland.....	Maryland.....	Under examination.
	William F. Grymes.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Boston.
	Helmut J. Guetche.....	Aug. 19, 1823....	West India.....	New Jersey.....	New Jersey.....	Frigate Java.
	James E. Guntworth.....	do.....	Pennsylvania.....	Pennsylvania.....	do.....	Frigate Brandywine.
	do.....	do.....	do.....	do.....	do.....	do.....

Naval register for 1829—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
J. R. Goldborough.....	Nov. 16, 1824....	Nov. 16, 1824....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Warren.
John W. Graham.....	Jan. 1, 1825....	Jan. 1, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Frigate Hudson.
John P. Gillis.....	Dec. 12, 1825....	Dec. 12, 1825....	Delaware.....	Illinois.....	Illinois.....	Frigate Brandywine.
Spencer C. Gist.....	May 1, 1826....	May 1, 1826....	Tennessee.....	Tennessee.....	Tennessee.....	Frigate Guerriere.
Charles Green.....	do	do	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
John M. Gardner.....	June 1, 1826....	June 1, 1826....	Pennsylvania.....	Maryland.....	Pennsylvania.....	Frigate Guerriere.
Oliver S. Glison.....	Nov. 1, 1826....	Nov. 1, 1826....	Ohio.....	Indiana.....	Indiana.....	Sloop Erie.
Theodore P. Green.....	do	do	Vermont.....	Vermont.....	Vermont.....	Sloop Warren.
George R. Gray.....	do	do	Delaware.....	Pennsylvania.....	Pennsylvania.....	Exploring expedition.
•Alberto Griffith.....	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
•Edwin L. Greenwood.....	Dec. 1, 1826....	Dec. 1, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
Samuel T. Gillet.....	do	do	New York.....	Indiana.....	Indiana.....	Sloop Lexington.
•James M. Gillis.....	March 1, 1827....	March 1, 1827....	District of Columbia.	District of Columbia.	District of Columbia.	Delaware 74.
•William C. Griffin.....	Oct. 1, 1827....	Oct. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.
•Joseph F. Green.....	Nov. 1, 1827....	Nov. 1, 1827....	Maine.....	Maine.....	Maine.....	Schooner Dolphin.
•George W. Gay.....	April 1, 1828....	April 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Mediterranean.
•John C. Graham.....	do	do	District of Columbia	Kentucky.....	District of Columbia	Frigate Guerriere.
•Peter L. Gansevoort.....	June 1, 1828....	June 1, 1828....	New York.....	New York.....	New York.....	Naval school, New York.
•Charles E. L. Griffin.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	do	do	Sloop Natchez.
II.						
Cary H. Hansford.....	May 10, 1820....	May 10, 1820....	Virginia.....	Virginia.....	Virginia.....	Under examination.
Thomas J. Harris.....	May 1, 1822....	May 1, 1822....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
William W. Hunter.....	do	do	do	Louisiana.....	Louisiana.....	Under examination.
Samuel F. Hazard.....	Jan. 1, 1823....	Jan. 1, 1823....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Under examination.
Edward Hoban.....	Feb. 1, 1823....	Feb. 1, 1823....	District of Columbia.	District of Columbia.	District of Columbia	Waiting orders.
Neil M. Howison.....	do	do	Virginia.....	Virginia.....	Virginia.....	Exploring expedition.
Edward H. Hubbard.....	March 4, 1823....	March 4, 1823....	Maine.....	Maine.....	Maine.....	Under examination.
John E. Holt, jr.....	do	do	Virginia.....	Virginia.....	Virginia.....	Under examination.
William C. Homes.....	Aug. 25, 1823....	Aug. 25, 1823....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
William E. Hunt.....	Oct. 23, 1823....	Oct. 23, 1823....	New Jersey.....	New Jersey.....	New Jersey.....	Delaware 74.
Henry Hoff.....	do	do	Pennsylvania.....	South Carolina.....	South Carolina.....	Under examination.
Horatio M. Houston.....	May 12, 1824....	May 12, 1824....	do	Pennsylvania.....	Pennsylvania.....	Leave of absence.
George M. Hood.....	Oct. 21, 1824....	Oct. 21, 1824....	Virginia.....	Virginia.....	Virginia.....	Sloop Falmouth.
Charles G. Hunter.....	Nov. 16, 1824....	Nov. 16, 1824....	New Jersey.....	New Jersey.....	New Jersey.....	Frigate Java.
William A. Howard.....	Jan. 1, 1825....	Jan. 1, 1825....	Maine.....	Maine.....	Maine.....	Sloop Boston.
Robert B. Hitchcock.....	do	do	Connecticut.....	Connecticut.....	Connecticut.....	Delaware 74.
George Hurst.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalla.
•Mark Hale.....	March 1, 1825....	March 1, 1825....	Vermont.....	Vermont.....	Vermont.....	Frigate Hullson.
•Timothy A. Hunt.....	do	do	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Vincennes.

Naval register for 1829—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William F. Hoos	August 1, 1825....	Aug. 1, 1825....	Virginia	Virginia	Virginia	Sloop Warren.
Robert Handy	Feb. 1, 1826....	Feb. 1, 1826....	Rhode Island....	Rhode Island....	Rhode Island....	Frigate Hudson.
John C. Harter	March 1, 1826....	March 1, 1826....	North Carolina....	North Carolina....	North Carolina....	Schooner Dolphin.
George N. Hawkins	do	do	Kentucky	Kentucky	Kentucky	Schooner Dolphin.
Francis Huger	June 1, 1826....	June 1, 1826....	South Carolina....	South Carolina....	South Carolina....	Delaware 74.
Edward L. Hundy	do	do	Maryland	Maryland	Maryland	Mediterranean.
Lewis P. Higbee	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey	New Jersey	New Jersey	Frigate Hudson.
Charles Heywood	do	do	Maine	Maine	Maine	Sloop Erie.
Admission C. Hulton	Feb. 1, 1827....	Feb. 1, 1827....	North Carolina....	North Carolina....	North Carolina....	Sloop Vandalia.
Erastus Huntington	do	do	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
Robert Emmett Hose	March 1, 1827....	March 1, 1827....	Virginia	Virginia	Virginia	Delaware 74.
Samuel Haight	do	do	New York	New York	New York	Sloop Natchez.
Alexander M. Henderson	April 1, 1827....	April 1, 1827....	North Carolina....	North Carolina....	North Carolina....	Frigate Guerriere.
Zachariah Holland	June 1, 1827....	June 1, 1827....	Maryland	Maryland	Maryland	Delaware 74.
Henry C. Hart	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky	Kentucky	Kentucky	Delaware 74.
Bushrod W. Hunter	Nov. 1, 1827....	Nov. 1, 1827....	District of Columbia.	Virginia	Virginia	Frigate Hudson.
Charles Henderson	Dec. 1, 1827....	Dec. 1, 1827....	Pennsylvania	Pennsylvania	Pennsylvania	Sloop St. Louis.
James Herriot	April 1, 1828....	April 1, 1828....	South Carolina....	South Carolina....	South Carolina....	Naval school, New York.
Albert A. Holcomb	do	do	New Jersey	Kentucky	Kentucky	Navy yard, Philadelphia.
Edward Hopkinson	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Hudson.
H. J. Harlstone	do	do	South Carolina....	Georgia	South Carolina....	Frigate Guerriere.
Horace A. Harrison	do	do	Georgia	do	Georgia	Frigate Guerriere.
George Henderson	May 1, 1828....	May 1, 1828....	Virginia	Virginia	Virginia	Naval school, Norfolk.
James L. Henderson	June 1, 1828....	June 1, 1828....	do	District of Columbia	do	Sloop St. Louis.
Jevin Handy	do	do	Maryland	Maryland	Maryland	Sloop St. Louis.
Thomas T. Hunter	July 1, 1828....	July 1, 1828....	Virginia	Virginia	Virginia	Schooner Dolphin.
William Lewis Hendon	Nov. 1, 1828....	Nov. 1, 1828....	do	do	do	Frigate Guerriere.
William H. R. Holsted	do	do	New Jersey	New York	do	Waiting orders.
Pierson Hurd	Dec. 1, 1828....	Dec. 1, 1828....	New Jersey	New Jersey	New Jersey	Waiting orders.
I.						
Jonathan Ingersoll	March 4, 1823....	March 4, 1823....	Connecticut	Connecticut	Connecticut	Under examination.
Harry Ingersoll	Feb. 28, 1824....	Feb. 28, 1824....	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Brandywine.
William F. Irving	Jan. 1, 1825....	Jan. 1, 1825....	New York	New York	New York	Frigate Brandywine.
Edgar Irving	Nov. 1, 1826....	Nov. 1, 1826....	do	do	do	Sloop Warren.
William H. Inskeep	April 1, 1828....	April 1, 1828....	Ohio	Ohio	Ohio	Schooner Shark.
J.						
Joshua H. Justin	Nov. 30, 1814....	Nov. 30, 1814....	Rhode Island....	Rhode Island....	Rhode Island....	Waiting orders. Sick.
Kinsley Johns	Jan. 1, 1823....	Jan. 1, 1823....	Maryland	Maryland	Maryland	Frigate Brandywine.

Naval register for 1829—Miscellaneous—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
K.	Robert Jones.....	March 4, 1823....	Louisiana.....	Louisiana.....	Louisiana.....	Under examination.
	John T. Jenkins.....	do.....	New York.....	New York.....	New York.....	Schooner Porpoise.
	Stephen Johnston.....	June 28, 1823....	Indiana.....	Ohio.....	Ohio.....	Delaware 74.
	Joseph W. Jarvis.....	Jan. 1, 1825....	Connecticut.....	North Carolina.....	North Carolina.....	Sloop Fairfield.
	William J. Jenkins.....	March 1, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
	William P. Jones.....	Jan. 1, 1827....	Illinois.....	Missouri.....	Missouri.....	Sloop Fulmouth.
	Robert E. Johnson.....	Oct. 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Exploring expedition.
	*Francis E. Joyner.....	April 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Vandalia.
	*Thornton A. Jenkins.....	Nov. 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
	C. H. A. H. Kennedy.....	Feb. 10, 1819....	Virginia.....	Virginia.....	Virginia.....	Sloop Warren.
	Augustus H. Kilby.....	July 4, 1821....	Maryland.....	Maryland.....	Maryland.....	Frigate Hudson.
	Lewis G. Keith.....	July 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Frigate Guerriere.
	*Samuel E. Knox.....	April 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vandalia.
L.	James L. Larcher.....	May 10, 1820....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
	Samuel Lockwood.....	July 12, 1820....	Connecticut.....	New York.....	New York.....	Under examination.
	James B. Larcher.....	Dec. 4, 1822....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
	William B. Line.....	March 4, 1823....	North Carolina.....	North Carolina.....	North Carolina.....	Under examination.
	Joshua W. Larkin.....	Dec. 1, 1824....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Vincennes.
	Joseph Lannan.....	Jan. 1, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
	Wm. P. Livingston.....	March 1, 1825....	New York.....	New York.....	New York.....	Leave of absence.
	Samuel Phillips Lee.....	Nov. 22, 1825....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
	Cranston Laurie.....	Nov. 1, 1826....	District of Columbia.....	Tennessee.....	District of Columbia.	Delaware 74.
	William Lambert.....	Dec. 1, 1826....	do.....	Alabama.....	Alabama.....	Sloop Natches.
	William B. Ludlow.....	May 1, 1827....	Delaware.....	Maryland.....	Massachusetts.....	Frigate Java.
	*Levi Lincoln, jr.....	Nov. 1, 1827....	Massachusetts.....	Massachusetts.....	do.....	Frigate Guerriere.
	*Samuel Larkin, jr.....	April 1, 1828....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Schooner Dolphin.
M.	*Lawson C. Love.....	do.....	Kentucky.....	Tennessee.....	Tennessee.....	Naval school, New York.
	*James M. Lockert.....	do.....	South Carolina.....	do.....	do.....	Frigate Guerriere.
	*Nolan E. Isaac.....	do.....	Missouri.....	Illinois.....	Missouri.....	Waiting orders.
	*Henry H. Lewis.....	May 1, 1828....	Virginia.....	Kentucky.....	Kentucky.....	Naval school, Norfolk.
	*George Lansing.....	Nov. 1, 1828....	New York.....	New York.....	New York.....	Exploring expedition.
	*Montgomery Lewis.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
	*William Leigh.....	do.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
	*Edwin Lamb.....	Dec. 1, 1828....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Hornet.
	Richard D. Millen.....	May 10, 1820....	Georgia.....	Georgia.....	Georgia.....	Under examination.

Naval register for 1829—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John W. Moore.	May 10, 1820....	May 10, 1820....	New York.....	New York.....	New York.....	Under examination.
John H. Marshall.	do	do	Virginia.....	Louisiana.....	Louisiana.....	Under examination.
Charles H. M. Blair.	March 4, 1823....	March 4, 1823....	Maryland.....	Maryland.....	Maryland.....	Sloop Boston.
William M. A. Moore.	Aug. 19, 1823....	Aug. 19, 1823....	Virginia.....	Virginia.....	Virginia.....	Frigate Hudson.
Samuel Evans Munn.	Aug. 27, 1823....	Aug. 27, 1823....	Maryland.....	New York.....	Maryland.....	Under examination.
Albert M'Daniel.	do	do	District of Columbia.	District of Columbia.	District of Columbia.	Leave of absence.
Murray Mason.	Nov. 14, 1823....	Nov. 14, 1823....	do	do	do	Under examination.
John H. Manley.	April 21, 1824....	April 21, 1824....	Maryland.....	Maryland.....	Maryland.....	Sloop Hornet.
John S. Mission.	June 27, 1824....	June 27, 1824....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Hudson.
Alexander H. Marbury.	July 14, 1824....	July 14, 1824....	District of Columbia.	District of Columbia.	District of Columbia.	Frigate Hudson.
William M'Blair.	Nov. 16, 1824....	Nov. 16, 1824....	Maryland.....	Maryland.....	Maryland.....	Exploring expedition.
Henry Miffin.	Dec. 1, 1824....	Dec. 1, 1824....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Hudson.
Thomas A. Mull.	do	do	Maryland.....	Maryland.....	Maryland.....	Frigate Hudson.
Augustus Marriat.	Jan. 1, 1825....	Jan. 1, 1825....	Virginia.....	Alabama.....	Alabama.....	Receiving ship, Norfolk.
Edwin W. Moore.	do	do	District of Columbia.	Virginia.....	Virginia.....	Sloop Fairfeld.
Matthew F. Maury.	Feb. 1, 1825....	Feb. 1, 1825....	Virginia.....	Tennessee.....	do	Sloop Vincennes.
John K. Mitchell.	do	do	North Carolina.....	Florida.....	Florida.....	Delaware 74.
Henry Moor.	March 1, 1825....	March 1, 1825....	Maine.....	Maine.....	Maine.....	Sloop Boston.
Horatio G. Myers.	Nov. 25, 1825....	Nov. 25, 1825....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Brandywine.
*Ezekiel Malford.	Feb. 1, 1826....	Feb. 1, 1826....	New York.....	New York.....	New York.....	Frigate Java.
Alexander C. Maury.	do	do	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.
Thomas W. Melvill.	do	do	France.....	Massachusetts.....	Massachusetts.....	Schooner Dolphin.
James P. M'Kinstry.	do	do	New York.....	Michigan.....	Michigan.....	Sloop Warren.
James T. M'Donogh.	April 1, 1826....	April 1, 1826....	Delaware.....	Connecticut.....	Delaware.....	Sloop Lexington.
*Richard W. Meade.	do	do	Spain.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
James F. Miller.	Nov. 1, 1826....	Nov. 1, 1826....	New Hampshire.....	Massachusetts.....	New Hampshire.....	Leave of absence.
D. B. Morgan.	Feb. 1, 1827....	Feb. 1, 1827....	Louisiana.....	Louisiana.....	Louisiana.....	Sloop Ketchikan.
*George Minor.	April 1, 1827....	April 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
Bernard J. Moeller.	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
*Virgil M'Cracken.	May 1, 1827....	May 1, 1827....	Kentucky.....	Kentucky.....	Kentucky.....	Delaware 74.
*G. M. Meredith.	Oct. 1, 1827....	Oct. 1, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Hudson.
*John Middleton.	Nov. 1, 1827....	Nov. 1, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Delaware 74.
George M. M'Creery.	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Falmonth.
*J. T. McLaughlin.	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	Alabama.....	Alabama.....	Sloop Erie.
*Robert Mayrant.	April 1, 1828....	April 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Guerriere.
*Alexander McClung.	do	do	Virginia.....	Kentucky.....	Kentucky.....	Sloop Vandallia.
*Joseph Moorehead.	do	do	Ohio.....	Ohio.....	Ohio.....	Naval school, New York.
*David McDougal.	do	do	do	do	do	Naval school, New York.
*George Macomber.	May 1, 1828....	May 1, 1828....	Rhode Island.....	Georgia.....	Georgia.....	Naval school, New York.

Naval register for 1829—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
N.	*John B. Marchand	May 1, 1828...	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
	*William T. Muse.....	June 1, 1828....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Dolphin, Mediterranean.
	*Edward Middleton.....	July 1, 1828....	South Carolina.....	South Carolina.....	Connecticut.....	Waiting orders.
	*John F. Mercer	Oct. 1, 1828....	New Jersey.....	Connecticut.....	District of Columbia.	Frigate Guerriere.
	*Lucius Miller	Nov. 1, 1828....	Virginia.....	District of Columbia	Virginia.....	Waiting orders.
	*Charles F. McIntosh.....	do	do	Virginia.....	New Jersey.....	Waiting orders.
	*Archibald Maclean.....	do	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
	William H. Nohad.....	Dec. 13, 1825....	Virginia.....	Virginia.....	Arkansas.....	Under examination.
	James Noble.....	May 27, 1824....	Kentucky.....	Indiana.....	Indiana.....	Frigate Guerriere.
	Jefferson Nator.....	Jan. 1, 1825....	Mississippi.....	Mississippi.....	Mississippi.....	Furlough.
O.	*Hendrick Norvell.....	April 1, 1825....	Kentucky.....	Tennessee.....	Kentucky.....	Waiting orders.
	Gabriel A. O'Brien.....	Jan. 1, 1825....	Algiers.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
	Lewis Ogden.....	March 1, 1825....	New York.....	New York.....	New York.....	Leave of absence.
	William R. O'Sullivan.....	Nov. 1, 1828....	At sea.....	do	do	Waiting orders.
	James M. Prevost.....	Nov. 12, 1819....	New York.....	New York.....	New York.....	Sloop Vincennes.
	Anassa Paine, Jr.....	May 1, 1822....	Vermont.....	Vermont.....	Vermont.....	Under examination.
	C. W. Pickering.....	do	New Hampshire.....	New Hampshire.....	New Hampshire.....	Under examination.
	William D. Porter.....	Jan. 1, 1823....	Louisiana.....	Massachusetts.....	District of Columbia	Under examination.
	James S. Palmer.....	Jan. 1, 1825....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Lexington.
	Charles H. Poor.....	March 1, 1825....	Massachusetts.....	Massachusetts.....	District of Columbia	Frigate Java.
P.	George A. Prentiss.....	do	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Lexington.
	Richard L. Page.....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
	William H. Peter.....	April 12, 1825....	District of Columbia	Maryland.....	Maryland.....	Frigate Java.
	Cleop. Price.....	Feb. 1, 1826....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
	Charles Peirce.....	August 1, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Falmouth.
	*William H. Peniston.....	Sept. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Sloop Falmouth.
	*R. H. Peterson.....	Oct. 1, 1827....	New York.....	New York.....	New York.....	Sloop Fairfield.
	*William A. Peterson.....	do	Maryland.....	Alabama.....	Maryland.....	Sloop Fairfield.
	*Thomas J. Page.....	do	Virginia.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
	*Frederick Piper.....	Nov. 1, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Guerriere.
P.	*Robert F. Pinkney.....	Dec. 1, 1827....	Maryland.....	Virginia.....	Maryland.....	Sloop Fairfield.
	*Cincinnatus Pryor.....	Jan. 1, 1828....	Virginia.....	New Hampshire.....	Virginia.....	Sloop Erie.
	*John P. Parker.....	April 1, 1828....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Mediterranean.
	*Henry J. Paul.....	do	Ireland.....	North Carolina.....	North Carolina.....	Frigate Guerriere.
	*Thomas M. Petway.....	do	Tennessee.....	Tennessee.....	Tennessee.....	Naval school, Norfolk.

Naval register for 1829—MINSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
R.						
•Alexander M. Pennock.....	April 1, 1828....	April 1, 1828....	Virginia.....	Tennessee.....	Tennessee.....	Frigate Guerriere.
•Edward H. Perkins.....	do	do	Connecticut.....	New York.....	New York.....	Sloop St. Louis.
•Roger Perry.....	July 1, 1828....	July 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Norfolk.
•Augustus W. Prevost.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Naval school, New York.
S.						
•Hillary H. Rhodes.....	May 10, 1820....	May 10, 1820....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Under examination.
•Daniel L. Randolph.....	May 1, 1822....	May 1, 1822....	Virginia.....	Rhode Island.....	Rhode Island.....	Sloop Erie.
•William Rowan.....	March 4, 1823....	March 4, 1823....	Pennsylvania.....	Ohio.....	Ohio.....	Under examination.
•H. E. V. Robinson.....	do	do	Missouri.....	Missouri.....	Missouri.....	Under examination.
•James H. Rowan.....	Aug. 19, 1823....	Aug. 19, 1823....	New York.....	New York.....	New York.....	Under examination.
•Charles S. Renshaw.....	Jan. 1, 1825....	Jan. 1, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
•John A. Russ.....	March 1, 1825....	March 1, 1825....	Maine.....	Maine.....	Maine.....	Sloop Fairfield.
•William Radford.....	do	do	Virginia.....	Missouri.....	Missouri.....	Leave of absence.
•Charles K. Ruffin.....	Oct. 24, 1825....	Oct. 24, 1825....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
•Stephen C. Rowan.....	Feb. 1, 1826....	Feb. 1, 1826....	Ireland.....	do	do	Sloop Vincennes.
•Robert James Ross.....	Aug. 1, 1826....	Aug. 1, 1826....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Frigate Brandywine.
•Charles S. Rugely.....	Nov. 1, 1826....	Nov. 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Delaware 74.
•William Russell.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Grampus.
•John H. Roberts.....	March 1, 1827....	March 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
•Thomas R. Rooten.....	do	do	Georgia.....	Georgia.....	do	Sloop Natchez.
•William I. H. Robertson.....	Nov. 1, 1827....	Nov. 1, 1827....	Virginia.....	Virginia.....	District of Columbia.....	Frigate Guerriere.
•Erna Ready, Jr.....	April 1, 1828....	April 1, 1828....	Ohio.....	Ohio.....	Ohio.....	Waiting orders.
•John L. Ring.....	do	do	South Carolina.....	South Carolina.....	South Carolina.....	Naval school, Norfolk.
•Joseph W. Reverse.....	do	do	Massachusetts.....	New York.....	New York.....	Frigate Guerriere.
•Charles Root.....	do	do	New York.....	do	do	Frigate Hudson.
•Thomas Russell.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
•George P. Rieter.....	do	do	New Hampshire.....	Vermont.....	Vermont.....	Navy yard, Portsmouth.
•Daniel B. Rigdely.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Sloop St. Louis.
•John Rodgers.....	April 18, 1828....	April 18, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
•Francis B. Renshaw.....	Nov. 1, 1828....	Nov. 1, 1828....	Maryland.....	District of Columbia.....	District of Columbia.....	Receiving ship, Philadelphia.
•William S. Ringgold.....	do	do	do	Ohio.....	Ohio.....	Sloop Natchez.
•Nathaniel Reeder.....	do	do	do	do	do	Waiting orders.
•Thompson D. Shaw.....	May 10, 1820....	May 10, 1820....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Under examination.
•Samuel Smartwout.....	do	do	New York.....	New York.....	New York.....	Sloop Boston.
•Thomas Sands.....	do	do	Maryland.....	Maryland.....	Maryland.....	Under examination.
•Safford A. Street.....	March 4, 1822....	March 4, 1822....	New York.....	New York.....	New York.....	Under examination.
•David M. Stokes.....	May 1, 1822....	May 1, 1822....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Vincennes.
•Philip A. Stockton.....	Feb. 1, 1823....	Feb. 1, 1823....	New Jersey.....	New Jersey.....	New Jersey.....	Under examination.

Naval register for 1829—ПРОШЕДШЕЕ—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Arthur Sineclair, jr.	March 4, 1823....	March 4, 1823....	Virginia.....	Virginia.....	Virginia.....	Naval school, Norfolk.
William Smith.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Under examination.
Gray Shippeith.....	do	do	Rhode Island.....	Tennessee.....	Tennessee.....	Sloop Vincennes.
Augustus R. Strong.....	June 20, 1823....	June 20, 1823....	Missouri.....	Ohio.....	Ohio.....	Sloop Palmetto.
Lloyd L. Spilman.....	Aug. 19, 1823....	Aug. 19, 1823....	Virginia.....	Virginia.....	Virginia.....	Sloop Fairfield.
Jonathan W. Swift.....	Aug. 25, 1823....	Aug. 25, 1823....	Massachusetts.....	North Carolina.....	New York.....	Frigate Bramblewine.
William C. Seldon.....	Nov. 16, 1824....	Nov. 16, 1824....	Virginia.....	Virginia.....	District of Columbia	Sloop Erie.
James W. Southard.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Erie.
John C. Sharp.....	Jan. 1, 1825....	Jan. 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
Benjamin S. Slye.....	March 1, 1825....	March 1, 1825....	District of Columbia	District of Columbia	District of Columbia	Delaware 74.
N. G. C. Slaughter.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Schooner Grampus.
James P. Soleneck.....	do	do	Ohio.....	Ohio.....	Ohio.....	Exploring expedition.
Durret Shepard.....	Feb. 1, 1826....	Feb. 1, 1826....	Connecticut.....	New York.....	New York.....	Sloop Lexington.
Melancthon Smith.....	March 1, 1826....	March 1, 1826....	New York.....	do	do	Schooner Dolphin.
Raphael Semmes, jr.....	April 1, 1826....	April 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Sloop Erie.
John L. Spencer.....	June 1, 1826....	June 1, 1826....	New York.....	New York.....	New York.....	Sloop Palmetto.
Ferdinand Smith.....	July 1, 1826....	July 1, 1826....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Hudson.
Henry A. Steele.....	Nov. 1, 1826....	Nov. 1, 1826....	Delaware.....	Delaware.....	Delaware.....	Sloop Hornet.
James R. Sully.....	Feb. 1, 1827....	Feb. 1, 1827....	South Carolina.....	Virginia.....	Virginia.....	Delaware 74.
Luther Stoddard.....	April 1, 1827....	April 1, 1827....	New York.....	New York.....	New York.....	Sloop Fairfield.
Hugh H. Stockton.....	July 1, 1827....	July 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandalia.
Richie R. Swift.....	Nov. 1, 1827....	Nov. 1, 1827....	do	Pennsylvania.....	Pennsylvania.....	Sloop Hornet.
William C. Spencer.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	do	Maryland.....	Schooner Shark.
William O. Slade.....	April 1, 1828....	April 1, 1828....	District of Columbia	Illinois.....	Virginia.....	Naval school, Norfolk.
Milo H. Smith.....	do	do	New York.....	New York.....	New York.....	Sloop St. Louis.
Charles Sperry.....	do	do	Vermont.....	Vermont.....	do	Schooner Shark.
Charles Steelman.....	do	do	South Carolina.....	South Carolina.....	South Carolina.....	Navy school, New York.
Benjamin F. Sands.....	do	do	Maryland.....	Kentucky.....	Kentucky.....	Sloop Vandalia.
George L. Selden.....	do	do	Virginia.....	Ohio.....	District of Columbia	Sloop Fairfield.
Wyllis Stillman.....	do	do	Pennsylvania.....	do	Ohio.....	Navy yard, Philadelphia.
Henry S. Stellwagen.....	do	do	do	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
William Stearns, jr.....	May 1, 1828....	May 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
Elie W. Stull.....	June 1, 1828....	June 1, 1828....	Maryland.....	District of Columbia	District of Columbia	Sloop Fairfield.
William S. Swann.....	July 1, 1828....	July 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Frigate Guerriere.
Jacatus H. South.....	Aug. 1, 1828....	Aug. 1, 1828....	do	do	do	Frigate Guerriere.
William W. Smith.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	Arkansas.....	do	Waiting orders.
C. F. M. Spotswood.....	do	do	do	Virginia.....	Virginia.....	Sloop Natchez.
Charles C. Turner.....	May 10, 1829....	May 10, 1829....	Virginia.....	Virginia.....	Virginia.....	Under examination.

T.

Naval register for 1829.—MISSIPPIAN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Edward G. Tilton.....	May 1, 1822.....	May 1, 1822.....	Delaware.....	Delaware.....	Delaware.....	Under examination.
Henry K. Thatcher.....	March 4, 1823.....	March 4, 1823.....	Maine.....	Maine.....	Maine.....	Under examination.
Benjamin J. Totten.....	do.....	do.....	West Indies.....	New York.....	New York.....	Under examination.
John W. Turk.....	do.....	do.....	do.....	do.....	do.....	Delaware 74.
Peter Turner.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Under examination.
Charles A. Thompson.....	Aug. 27, 1823.....	Aug. 27, 1823.....	Maryland.....	Maryland.....	Maryland.....	Under examination.
Alfred Taylor.....	Jan. 1, 1823.....	Jan. 1, 1823.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
Paul H. Trapier.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Guerriere.
Henry Toolcy.....	do.....	do.....	Tennessee.....	Mississippi.....	Mississippi.....	Delaware 74.
Thomas Turner.....	April 21, 1825.....	April 21, 1825.....	Virginia.....	Virginia.....	Virginia.....	Mediterranean.
George M. Thompson.....	Feb. 1, 1826.....	Feb. 1, 1826.....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
John A. Turley.....	May 1, 1826.....	May 1, 1826.....	Tennessee.....	Tennessee.....	Tennessee.....	Sloop Fairfield.
John R. Tucker.....	June 1, 1826.....	June 1, 1826.....	District of Columbia.....	Indiana.....	District of Columbia.....	Frigate Java.
Edward R. Thompson.....	Dec. 1, 1826.....	Dec. 1, 1826.....	Pennsylvania.....	New Jersey.....	Pennsylvania.....	Leave of absence.
Henry F. Tooluin.....	Feb. 1, 1827.....	Feb. 1, 1827.....	England.....	Alabama.....	Alabama.....	Schooner Shark.
Oliver Tod.....	Nov. 1, 1827.....	Nov. 1, 1827.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
George W. Taylor.....	Nov. 1, 1827.....	Nov. 1, 1827.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Fairfield.
Henry C. Tilghman.....	Feb. 1, 1828.....	Feb. 1, 1828.....	Maryland.....	Maryland.....	Maryland.....	Sloop St. Louis.
William B. Taylor.....	April 1, 1828.....	April 1, 1828.....	Rhode Island.....	Rhode Island.....	Massachusetts.....	Frigate Hudson.
John G. Tod.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Receiving ship, Norfolk.
John W. Taylor.....	do.....	do.....	South Carolina.....	Georgia.....	Georgia.....	Waiting orders.
Thurston M. Taylor.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Naval school, Norfolk.
Richard L. Tilghman.....	May 1, 1828.....	May 1, 1828.....	Maryland.....	Maryland.....	Maryland.....	Sloop Hornet.
H. H. Van Rensselaer.....	May 10, 1829.....	May 10, 1829.....	New York.....	New York.....	New York.....	Under examination.
Edward M. Vail.....	Dec. 1, 1821.....	Dec. 1, 1821.....	France.....	District of Columbia.....	District of Columbia.....	Sloop Boston.
Pedro C. Valdes.....	June 16, 1823.....	June 16, 1823.....	Chili.....	Pennsylvania.....	Pennsylvania.....	Sloop Falmouth.
James M. Watson.....	Feb. 1, 1823.....	Feb. 1, 1823.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Under examination.
James H. Ward.....	March 4, 1823.....	March 4, 1823.....	Connecticut.....	Connecticut.....	Connecticut.....	Under examination.
G. G. Williamson.....	June 2, 1824.....	June 2, 1824.....	Virginia.....	Virginia.....	Virginia.....	Sloop Erie.
T. M. Washington.....	Oct. 21, 1824.....	Oct. 21, 1824.....	do.....	do.....	do.....	Sloop Hornet.
Dudley G. Woodbridge.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Georgia.....	Massachusetts.....	Georgia.....	Sloop St. Louis.
Harry P. T. Wood.....	March 1, 1825.....	March 1, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Dolphin.
John William Willis.....	May 1, 1825.....	May 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
John C. Winans.....	July 1, 1825.....	July 1, 1825.....	Ohio.....	Ohio.....	Ohio.....	Schooner Porpoise.
Alexander W. Wilson.....	Nov. 22, 1825.....	Nov. 22, 1825.....	Virginia.....	Virginia.....	Virginia.....	Schooner Porpoise.
William Ward.....	Feb. 1, 1826.....	Feb. 1, 1826.....	New York.....	New York.....	New York.....	Frigate Java.
Zeb. P. Wardell.....	March 1, 1826.....	March 1, 1826.....	Indiana.....	Indiana.....	Indiana.....	Frigate Java.

V.

W.

Naval register for 1829—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
•William A. Wurts.....	April 1, 1826....	April 1, 1826....	New Jersey.....	Kentucky.....	Kentucky.....	Frigate Brandywine.
Henry H. Walters.....	June 1, 1826....	June 1, 1826....	North Carolina....	North Carolina....	North Carolina....	Leave of absence.
John J. White.....	July 1, 1826....	July 1, 1826....	Georgia.....	Georgia.....	Georgia.....	Frigate Brandywine.
•S. A. Washington.....	Nov. 1, 1826....	Nov. 4, 1826....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
•Henry Walke.....	Feb. 1, 1827....	Feb. 1, 1827....	do.....	Ohio.....	Ohio.....	Sloop Natchez.
•A. S. Worth.....	do.....	do.....	Massachusetts.....	New York.....	New York.....	Delaware 74.
•John A. Winslow.....	do.....	do.....	North Carolina....	North Carolina....	Massachusetts.....	Sloop Falmonth.
•Joseph Woodruff.....	do.....	do.....	Georgia.....	Florida.....	Florida.....	West India squadron.
John Weems.....	Aug. 4, 1827....	Aug. 4, 1827....	District of Columbia	District of Columbia	Maryland.....	Leave of absence.
•Nicholas B. Waters.....	Nov. 1, 1827....	Nov. 1, 1827....	Maryland.....	Maryland.....	do.....	Sloop Falmonth.
•William M. Walker.....	do.....	do.....	do.....	do.....	District of Columbia	Frigate Hudson.
•John J. E. Walbach.....	Dec. 1, 1827....	Dec. 1, 1827....	do.....	New Hampshire....	do.....	Frigate Hudson.
•John Wyman.....	April 1, 1828....	April 1, 1828....	Maine.....	Maine.....	Maine.....	Furlough.
•John T. Williams.....	do.....	do.....	North Carolina....	North Carolina....	North Carolina....	Sloop Vandalla.
•Stephen W. Wilkison.....	do.....	do.....	do.....	Tennessee.....	Tennessee.....	Norfolk school.
•Robert P. Welsh.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	New York school.
•Francis E. Wright.....	do.....	do.....	District of Columbia	Kentucky.....	District of Columbia	Frigate Guerriere.
•George H. White.....	June 1, 1828....	June 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalla.
•George McA. White.....	Nov. 1, 1828....	Nov. 1, 1828....	Georgia.....	Georgia.....	District of Columbia	Sloop Natchez.
•Joseph C. Walsh.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
•Clarence Watkins.....	Dec. 1, 1828....	Dec. 1, 1828....	Maryland.....	District of Columbia	District of Columbia	Frigate Guerriere.
•Samuel S. Washington.....	do.....	do.....	District of Columbia	do.....	do.....	Sloop Hornet.
Y.						
Alex. K. Yancy.....	April 1, 1825....	April 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Frigate Hudson.
•William S. Young.....	March 1, 1827....	March 1, 1827....	District of Columbia	District of Columbia	District of Columbia	Leave of absence.
•Edward M. Yard.....	Nov. 1, 1827....	Nov. 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Fairfield.

Midshipmen—435.

SAILINGMASTERS.

William Knight.....	Oct. 2, 1799....	Oct. 2, 1799....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Edward Barry.....	Feb. 25, 1809....	Feb. 25, 1809....	Ireland.....	do.....	do.....	Navy yard, Washington.
Jonathan D. Ferris.....	do.....	do.....	New York.....	New York.....	Louisiana.....	Leave of absence.
Salvadore Catalano.....	Aug. 9, 1809....	Aug. 9, 1809....	St. Louis.....	District of Columbia	District of Columbia	Navy yard, Washington.
Augustus Ford.....	March 28, 1810....	March 28, 1810....	Rhode Island.....	New York.....	New York.....	Sackett's Harbor.
A. B. Bloodgood.....	June 25, 1812....	June 25, 1812....	New York.....	do.....	do.....	New York station.
Robert Knox.....	July 20, 1812....	July 20, 1812....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James B. Potts.....	July 24, 1812....	July 24, 1812....	England.....	District of Columbia	Virginia.....	Navy yard, Newport.
William Vaughan.....	Aug. 22, 1812....	Aug. 22, 1812....	Pennsylvania.....	New York.....	New York.....	Furlough.
Marmaduke Dove.....	Aug. 29, 1812....	Aug. 29, 1812....	Maryland.....	Maryland.....	District of Columbia	Sloop Warren.
Cornelius Bennett.....	Dec. 9, 1812....	Dec. 9, 1812....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Receiving ship, Boston.

Naval register for 1829—SAILINGMASTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Charles F. Waldo.....	March 10, 1813.....	March 10, 1813.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813.....	July 3, 1813.....	do.....	New York.....	New York.....	Receiving ship, New York.
F. H. Ellison.....	do.....	do.....	England.....	do.....	do.....	Navy yard, New York.
Francis Mallaby.....	do.....	do.....	New York.....	do.....	do.....	Ordinary, New York.
Samuel C. Hixon.....	April 30, 1814.....	April 30, 1814.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.—]
James Ferguson.....	May 27, 1814.....	May 27, 1814.....	New York.....	New York.....	do.....	Navy yard, Portsmouth.
Robert S. Tatem.....	July 21, 1814.....	July 21, 1814.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Boston.
Joseph Williston.....	Nov. 26, 1814.....	Nov. 26, 1814.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
William Miller.....	Jan. 28, 1815.....	Jan. 28, 1815.....	Scotland.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Nahum Warren.....	Feb. 6, 1815.....	Feb. 6, 1815.....	New Hampshire.....	District of Columbia.....	District of Columbia.....	Navy yard, Pensacola.
Henry Worthington.....	May 2, 1815.....	May 2, 1815.....	Maryland.....	Maryland.....	Maryland.....	Sloop Natchez.
John Carlton.....	July 4, 1815.....	July 4, 1815.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	On furlough.
Alex. Cunningham.....	Nov. 15, 1815.....	Nov. 15, 1815.....	South Carolina.....	Virginia.....	Virginia.....	Receiving ship, Norfolk.
John Robinson.....	Nov. 27, 1815.....	Nov. 27, 1815.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
James Tewksbury.....	Dec. 14, 1815.....	Dec. 14, 1815.....	do.....	do.....	do.....	Philadelphia station.
John Quin.....	Nov. 1, 1816.....	Nov. 1, 1816.....	Pennsylvania.....	Louisiana.....	Ohio.....	Furlough.
N. A. Prentiss.....	Jan. 22, 1822.....	Jan. 22, 1822.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Furlough.
Jacob Mott.....	Aug. 5, 1825.....	Aug. 5, 1825.....	Maryland.....	Maryland.....	Maryland.....	Frigate Hudson.
*P. J. Rodriguez, (acting).....	August 4, 1827.....	August 4, 1827.....	.....	.....	.....	Naval school at Norfolk.
BOATSWAINS.						
David Eaton.....	August 8, 1811.....	August 8, 1811.....	Pennsylvania.....	District of Columbia.....	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815.....	July 8, 1815.....	New Jersey.....	Pennsylvania.....	do.....	Navy yard, Gosport.
James Banks.....	July 21, 1817.....	July 21, 1817.....	New York.....	New York.....	New York.....	Furlough.
Eli Dill.....	June 25, 1818.....	June 25, 1818.....	Delaware.....	do.....	do.....	Furlough.
James Evans.....	Jan. 1, 1819.....	Jan. 1, 1819.....	Wales.....	do.....	do.....	Navy yard, Boston.
Simon Jordan.....	October 9, 1819.....	Oct. 9, 1819.....	Maine.....	do.....	North Carolina.....	Furlough.
John Smith.....	Dec. 7, 1819.....	Dec. 7, 1819.....	Maryland.....	do.....	New York.....	New York station.
John Ball.....	Oct. 14, 1824.....	Oct. 14, 1824.....	New York.....	do.....	Maine.....	Frigate Brandywine.
Richard A. Munroe.....	July 25, 1826.....	July 25, 1826.....	do.....	do.....	New York.....	Leave of absence.
Edward Ingraham.....	Nov. 1, 1826.....	Nov. 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Java.
Justus Hill, (acting).....	April 4, 1827.....	April 4, 1827.....	Maryland.....	Florida.....	New York.....	Schooner Grampus.
John Haywood, (acting).....	May 4, 1828.....	May 4, 1828.....	.....	.....	.....	Frigate Hudson.
Edward Crocker, do.....	June 16, 1828.....	June 16, 1828.....	.....	.....	.....	Exploring expedition.
Thomas S. Hanifer, do.....	Sept. 16, 1828.....	Sept. 16, 1828.....	.....	.....	.....	Sloop St. Louis.
John Morris, do.....	Oct. 28, 1828.....	Oct. 28, 1828.....	.....	.....	.....	Delaware 74.
Thomas Ring, do.....	do.....	do.....	.....	.....	.....	Receiving ship, New York.
Lawrence Gallagher, do.....	Nov. 15, 1828.....	Nov. 15, 1828.....	.....	.....	.....	.....

Boatswains—17.

Sailingmasters—30.

Naval register for 1829—Continued.
GUNNERS.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Marshall.....	July 15, 1809....	July 15, 1809....	Greece.....	District of Columbia	District of Columbia	Navy yard, Washington.
George Jackson.....	Feb. 2, 1810....	Feb. 2, 1810....	North Carolina....	New York.....	Florida.....	Leave of absence.
Stephen Jones.....	May 6, 1813....	May 6, 1813....	New York.....	do.....	New York.....	Ordinary, at Gosport.
John Lord.....	June 17, 1817....	June 17, 1817....	Massachusetts....	Maryland.....	Massachusetts....	Navy yard, Boston.
John Blight.....	May 3, 1821....	May 3, 1821....	New York.....	New York.....	New York.....	Navy yard, New York.
John Hebbard.....	Jan. 23, 1822....	Jan. 23, 1822....	Connecticut.....	Virginia.....	Virginia.....	Navy yard, Gosport.
Samuel Hebbard.....	Jan. 23, 1822....	Jan. 23, 1822....	Massachusetts....	Massachusetts....	New York.....	Navy yard, Philadelphia.
Joseph Andrews.....	Nov. 24, 1823....	Nov. 24, 1823....	do.....	do.....	Massachusetts....	Waiting orders.
Asa Curtis.....	March 1, 1825....	March 1, 1825....	Germany.....	do.....	do.....	Sloop Boston.
William B. Brown.....	Dec. 9, 1825....	Dec. 9, 1825....	Ireland.....	Virginia.....	Virginia.....	Sloop Hornet.
John Burns.....	Nov. 1, 1826....	Nov. 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Delaware 74.
John R. Covington, (acting).....	.....	.....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Warren.
Thomas Ryley, (acting).....	Jan. 29, 1827....	Jan. 29, 1827....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Natchez.
John Tee, (acting).....	June 9, 1827....	June 9, 1827....	.....	.....	.....	.....
G. P. Wilson, (acting).....	July 24, 1827....	July 24, 1827....	.....	.....	.....	.....
Charles Fales (acting).....	Oct. 30, 1827....	Oct. 30, 1827....	.....	.....	.....	.....
Thomas Barry.....	Dec. 27, 1827....	Dec. 27, 1827....	Pennsylvania.....	Pennsylvania.....	District of Columbia	Sloop Vandallia.
Benjamin Turner, (acting).....	Feb. 7, 1828....	Feb. 7, 1828....	New Hampshire....	Virginia.....	Virginia.....	Sloop Lexington.
Samuel Allen, do.....	July 22, 1828....	July 22, 1828....	New York.....	New York.....	District of Columbia	Frigate Hudson.
John M. Green, do.....	Nov. 28, 1828....	Nov. 28, 1828....	New York.....	New York.....	District of Columbia	Sloop St. Louis.

Gunners—19.

CARPENTERS.

Richard Thomas.....	Jan. 22, 1814....	Jan. 22, 1814....	Maryland.....	Virginia.....	Maryland.....	Leave of absence.
Zaccheus R. Fuller.....	April 22, 1815....	April 22, 1815....	Massachusetts....	Massachusetts....	Massachusetts....	Waiting orders.
John Snider.....	Jan. 1, 1818....	Jan. 1, 1818....	Pennsylvania.....	Pennsylvania.....	Massachusetts....	Navy yard, Pensacola.
Nehemiah Parker.....	Jan. 27, 1820....	Jan. 27, 1820....	Massachusetts....	Massachusetts....	Massachusetts....	Navy yard, Boston.
Samuel Phillips.....	May 24, 1821....	May 24, 1821....	New Jersey.....	New York.....	New York.....	Frigate Java.
Thomas Armstrong.....	June 17, 1822....	June 17, 1822....	Pennsylvania.....	District of Columbia.	Virginia.....	Navy yard, Gosport.
John Fisher.....	March 26, 1823....	March 26, 1823....	Virginia.....	New York.....	New York.....	Delaware 74.
John A. Dickason.....	Dec. 13, 1825....	Dec. 13, 1825....	Massachusetts....	Massachusetts....	Massachusetts....	Sloop Boston.
Caleb Nash, (acting).....	May 1, 1826....	May 1, 1826....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
John Southwick, (acting).....	Dec. 21, 1826....	Dec. 21, 1826....	Massachusetts....	Massachusetts....	Massachusetts....	Sloop Warren.
J. Bridger, (acting).....	June 12, 1827....	June 12, 1827....	.....	.....	.....	Sloop Natchez.
George Peale, (acting).....	May 9, 1828....	May 9, 1828....	.....	.....	.....	Schooner Grampus.
Philip P. Gumpert, (acting).....	Oct. 30, 1828....	Oct. 30, 1828....	.....	.....	.....	Sloop Vandallia.

Carpenters—13.

Naval register for 1829—Continued.
SAILMAKERS.

Names.	Original entry into the service.	Date of present war-rant	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Benj. B. Burchstead.....	April 5, 1821.....	April 5, 1821.....	Massachusetts.....	New York.....	Massachusetts.....	Frigate Javn.
Isaac Hall.....	April 1, 1822.....	April 1, 1822.....	Maryland.....	Virginia.....	Maryland.....	Sloop Falmouth.
James R. Childs.....	June 8, 1822.....	June 8, 1822.....	do.....	Maryland.....	do.....	Frigate Guerriere.
Nathaniel D. Peed.....	Oct. 22, 1823.....	Oct. 22, 1823.....	Virginia.....	New York.....	New York.....	Frigate Hudson.
Amos Lewis.....	Jan. 3, 1825.....	Jan. 3, 1825.....	do.....	do.....	do.....	Waiting orders.
Benjamin Cow.....	May 5, 1826.....	May 5, 1826.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
S mel B. Bonister.....	July 17, 1826.....	July 17, 1826.....	Massachusetts.....	New York.....	Massachusetts.....	Frigate Brandywine.
Christian Nelson, (acting).....	Dec. 21, 1826.....	Dec. 21, 1826.....	Copenhagen.....	Massachusetts.....	do.....	Sloop Warren.
Enos McCoy, (acting).....	July 3, 1827.....	July 3, 1827.....	do.....	do.....	do.....	Sloop Natchez.
Isaac Freeman, (acting).....	July 24, 1827.....	July 24, 1827.....	do.....	do.....	do.....	Sloop Erie.
William Ryan, (acting).....	Sept. 18, 1827.....	Sept. 18, 1827.....	New York.....	New York.....	New York.....	Delaware 74.
William Mitchell.....	April 8, 1828.....	April 8, 1828.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Grampus.
Charles Coupland.....	Oct. 18, 1828.....	Oct. 18, 1828.....	do.....	do.....	do.....	Sloop Vandalia.
James Davis.....	Nov. 4, 1828.....	Nov. 4, 1828.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.

Sailmakers—14.

MARINE CORPS.

June 4, 1806....	Oct. 17, 1820....	Virginia	Virginia	Virginia	Head-quarters.	
CAPTAINS.						
Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
R. Smith, brevet lieutenant colonel.....	July 28, 1806....	March 13, 1812....	March 3, 1825....	Maryland	Maryland	Under arrest.
R. D. Wainwright, lieut. colonel.....	May 9, 1806....	Sept. 29, 1812....	March 3, 1827....	South Carolina...	South Carolina...	Charleston, Mass.
Wm. Anderson, lieutenant colonel.....	Feb. 17, 1807....	June 18, 1814....	March 3, 1825....	Pennsylvania...	Pennsylvania...	Gosport, Va.
Samuel Miller, lieut. colonel.....	June 1, 1808....	do	March 3, 1827....	Massachusetts...	Massachusetts...	Philadelphia.
John M. Gamble, lieut. colonel.....	Jan. 16, 1809....	do	do	New Jersey	New Hampshire.	New York.
Samuel E. Watson.....	July 4, 1812....	March 28, 1820....	do	Virginia	Kentucky	Portsmouth, N. H.
William H. Freeman.....	Aug. 17, 1812....	July 17, 1821....	do	Connecticut	Connecticut	Navy yard, Washington.
J. L. Kuhn, paymaster	July 27, 1813....	June 28, 1823....	do	Maryland	Maryland	Navy Department.
Charles R. Broom.....	do	March 7, 1824....	do	Delaware.....	Delaware	Navy yard, Washington.
Captains—9.						
FIRST LIEUTENANTS.						
Levi Twiggs, captain by brevet.....	Nov. 10, 1813....	June 18, 1814....	March 3, 1825....	Georgia	Georgia	Philadelphia.
John Harris, captain by brevet.....	April 13, 1814....	do	do	Pennsylvania...	Pennsylvania...	Delaware 74.
Thomas A. Linton, captain by brevet.....	Feb. 28, 1815....	April 18, 1817....	April 18, 1827....	Virginia	Virginia	Gosport, Va.
Richard T. Auchmuty, captain by brevet.....	do	do	do	Rhode Island....	Rhode Island....	Charleston, Mass.
James Edelin, captain by brevet.....	do	do	do	Maryland	Maryland	Frigate Brandywine.
P. G. Howle, adjutant and inspector.....	March 1, 1815....	do	do	Virginia	Virginia	Head-quarters.

Naval register for 1829—FIRST LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
E. J. Weed, quartermaster.....	Jan. 16, 1817.....	March 3, 1819.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Head-quarters.
Joseph C. Hall.....	June 10, 1817.....	do.....	Maryland.....	Maryland.....	Maryland.....	Frigate Java.
William W. Dolan.....	do.....	June 10, 1819.....	Virginia.....	Virginia.....	Virginia.....	Charlestown, Mass.
Thomas S. English.....	do.....	Aug. 11, 1819.....	Massachusetts.....	Massachusetts.....	New Hampshire.....	Portsmouth, N. H.
Thomas B. Barton.....	do.....	Oct. 17, 1820.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Guerriere.
George W. Walker.....	do.....	March 3, 1821.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Frigate Hudson.
Charles Grymes.....	March 3, 1819.....	July 26, 1821.....	Virginia.....	Virginia.....	Virginia.....	Gosport, Va.
Ward Minston.....	do.....	Oct. 30, 1821.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
Charles C. Turper.....	do.....	Jan. 21, 1822.....	New York.....	New York.....	New York.....	Sloop Vincennes.
A. A. Nicholson.....	March 28, 1820.....	May 27, 1822.....	South Carolina.....	South Carolina.....	South Carolina.....	Steam frigate Fulton.
James M. Cawley.....	do.....	Oct. 6, 1822.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
Benjamin Macomber.....	do.....	April 2, 1823.....	Rhode Island.....	Rhode Island.....	New York.....	Sloop Falmouth.
A. N. Beevoort.....	do.....	Sept. 22, 1823.....	New York.....	New York.....	do.....	New York.
Andrew Ross.....	March 3, 1821.....	Oct. 1, 1824.....	do.....	Louisiana.....	do.....	Sloop Natchez.
Wm. A. Bloodgood.....	do.....	Dec. 1, 1824.....	do.....	New York.....	do.....	Sloop Lexington.
Richard Douglas.....	May 7, 1822.....	April 26, 1825.....	Pennsylvania.....	New Jersey.....	do.....	Sloop Vanalia.
Job G. Williams.....	do.....	Dec. 27, 1825.....	Massachusetts.....	New York.....	Pennsylvania.....	Philadelphia.
C. F. Spring.....	do.....	Feb. 19, 1828.....	Pennsylvania.....	Pennsylvania.....	do.....	Gosport, Va.

First lieutenants—24.

SECOND LIEUTENANTS.

Alvin Edson.....	May 7, 1822.....	May 7, 1822.....	Vermont.....	Vermont.....	Vermont.....	New York.
Horatio N. Crabb.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
Henry E. Tyler.....	March 3, 1823.....	March 3, 1823.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Washington.
Joseph L. C. Hardy.....	do.....	do.....	New York.....	South Carolina.....	South Carolina.....	Sloop Boston.
George F. Lindsay.....	April 1, 1823.....	April 1, 1823.....	Virginia.....	Mississippi.....	Mississippi.....	Pensacola.
Landon N. Carter.....	May 26, 1824.....	May 26, 1824.....	do.....	Virginia.....	Virginia.....	Sloop St. Louis.
John G. Reynolds.....	do.....	do.....	New York.....	New York.....	New York.....	Sloop Fairfield.
Henry W. Fowler.....	do.....	do.....	New Jersey.....	Louisiana.....	Louisiana.....	New York.
Francis C. Hall.....	July 5, 1825.....	July 5, 1825.....	Maryland.....	Maryland.....	Maryland.....	Charlestown, Mass.
Constantine Smith.....	Aug. 27, 1825.....	Aug. 27, 1825.....	Ireland.....	New York.....	New York.....	New York.
Francis S. Neville.....	May 27, 1826.....	May 27, 1826.....	Pennsylvania.....	Ohio.....	Ohio.....	Frigate Hudson.
Thomas L. C. Watkins.....	do.....	do.....	Maryland.....	District of Columbia.....	District of Columbia.....	Charlestown.
Thomas Lee.....	Nov. 4, 1825.....	Nov. 4, 1825.....	do.....	Maryland.....	Maryland.....	Charlestown.
F. N. Arnisted.....	Nov. 13, 1826.....	Nov. 13, 1826.....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Theo. Danbridge.....	May 24, 1828.....	May 24, 1828.....	New Jersey.....	New York.....	New York.....	Frigate Guerriere.

Second lieutenants—16.

Naval register for 1839—Continued.

NAVY AGENTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station, and salary.
James K. Paulding.....	Jan. 8, 1824.....	Jan. 8, 1824.....	New York.....	New York.....	New York.....	New York.
George Harrison.....	Nov. 21, 1799.....	Nov. 21, 1799.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
James Riddle.....	July 14, 1812.....	July 14, 1812.....	Delaware.....	Delaware.....	Delaware.....	New Castle, Delaware.
James Beatty.....	May 7, 1810.....	May 7, 1810.....	Maryland.....	Maryland.....	Maryland.....	Baltimore.
Miles King.....	March 27, 1816.....	March 27, 1816.....	Virginia.....	Virginia.....	Virginia.....	Norfolk.
William Stodart, (acting).....	March 3, 1819.....	March 3, 1819.....	Massachusetts.....	Georgia.....	Georgia.....	Charleston, S. C.
John P. Henry.....	Jan. 3, 1825.....	Jan. 3, 1825.....	Georgia.....	do.....	do.....	Savannah.
Nathaniel Cox.....	Jan. 3, 1825.....	Jan. 3, 1825.....	Pennsylvania.....	Louisiana.....	Louisiana.....	New Orleans.
Nathaniel Amory.....	Oct. 21, 1827.....	Oct. 21, 1827.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Pensacola.
Richard D. Harris.....	May 6, 1826.....	May 6, 1826.....	do.....	do.....	do.....	Boston.
Andrew Armstrong.....	April 24, 1828.....	April 25, 1828.....	New York.....	Pennsylvania.....	Pennsylvania.....	Lima.
John N. Sherburne.....	July 11, 1828.....	July 11, 1828.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Portsmouth, N. H.
Michael Hegau.....	.....	.....	Ireland.....	New York.....	New York.....	Valparaiso.
Richard M'Call.....	.....	.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Gibraltar.
Baring, Brothers & Co.....	.....	.....	.....	.....	.....	London.
Navy agents—15.						
NAVAL STOREKEEPERS.						
John P. Decatur.....	Feb. 20, 1818.....	Feb. 20, 1818.....	Pennsylvania.....	New York.....	Pennsylvania.....	Portsmouth, N. H.
George Bates.....	Dec. 1, 1818.....	Dec. 1, 1818.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston
Tunis Craven.....	March 15, 1813.....	March 15, 1813.....	New Jersey.....	New Hampshire.....	New York.....	1,700
Robert Kennedy.....	Nov. 14, 1822.....	Nov. 14, 1822.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	1,700
Gabriel Galt.....	May 20, 1826.....	May 20, 1826.....	Virginia.....	Virginia.....	Virginia.....	1,200
Cary Seldon.....	Jan. 15, 1827.....	Jan. 15, 1827.....	do.....	District of Columbia.....	District of Columbia.....	1,700
Richard Derby.....	.....	.....	.....	.....	.....	1,700
NAVAL STOREKEEPERS—7.						
NAVAL CONSTRUCTORS.						
Samuel Humphreys, chief naval constructor.....	Nov. 25, 1826.....	Nov. 25, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Washington
John Floyd.....	.....	.....	Massachusetts.....	New York.....	Maine.....	Portsmouth, N. H.
Joshiah Barker.....	.....	.....	do.....	Massachusetts.....	Massachusetts.....	Boston
Samuel Hart.....	.....	.....	do.....	do.....	do.....	2,300
William Doughty.....	May 7, 1817.....	May 7, 1817.....	Pennsylvania.....	District of Columbia.....	District of Columbia.....	New York
Francis Grise.....	Jan. 13, 1826.....	Jan. 13, 1826.....	New Jersey.....	Virginia.....	Virginia.....	Washington
Charles D. Brodie.....	Dec. 12, 1826.....	Dec. 12, 1826.....	Virginia.....	do.....	do.....	2,000
James Kean.....	May 5, 1821.....	May 5, 1821.....	.....	.....	.....	Pensacola
Evan Bowles, agent for preservation of timber in Louisiana.....	.....	.....	Louisiana.....	.....	.....	2,000
Naval constructors—8.						
.....	.....	.....	.....	.....	.....	Philadelphia
.....	.....	.....	.....	.....	.....	500

Salary.

NAVAL STOREKEEPERS.

Naval storekeepers—7.

NAVAL CONSTRUCTORS.

Naval constructors—8.

Naval register for 1829—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
<i>Ships of the line—7.</i>				
Independence.....	74	Boston	1814...	In ordinary, at Boston.
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H. .	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio.....	74	New York.....	1820...	In ordinary, at New York.
North Carolina.....	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware.....	74	Gosport, Va.....	1820...	In the Mediterranean.
<i>Frigates, 1st class—7.</i>				
United States.....	44	Philadelphia	1797...	In ordinary, at New York.
Constitution	44	Boston	1797...	In ordinary, at New York.
Guerriere	44	Philadelphia	1814...	In the Pacific.
Java	44	Baltimore	1814...	In the Mediterranean.
Potomac	44	Washington	1821...	In ordinary, at Washington.
Brandywine	44	Washington	1825...	In the Pacific.
Hudson	44	Purchased.....	1826...	Coast of Brazil.
<i>Frigates, 2d class—4.</i>				
Congress.....	36	Portsmouth, N. H. .	1799...	In ordinary, at Washington.
Constellation	36	Baltimore	1797...	In ordinary, at Norfolk.
Macedonian	36	Captured	1812...	In ordinary, at Norfolk.
Fulton, steamship.....	30	New York.....	1815...	Used as a receiving ship at New York.
<i>Sloops-of-war—16.</i>				
John Adams.....	24	Charleston, S. C. .	1799...	In ordinary, at Norfolk.
Cyane	24	Captured	1815...	In ordinary, at Philadelphia.
Hornet.....	18	Baltimore	1803...	In the West Indies.
Erie	18	Baltimore	1813...	In the West Indies.
Ontario	18	Baltimore	1813...	In ordinary, at New York.
Peacock	18	New York.....	1813...	Exploring expedition.
Boston.....	18	Boston	1825...	On the coast of Brazil.
Lexington.....	18	New York.....	1825...	In the Mediterranean.
Vincennes	18	New York.....	1826...	In the Pacific.
Warren	18	Boston	1826...	In the Mediterranean.
Natchez	18	Norfolk	1827...	In the West Indies.
Falmouth	18	Boston	1827...	In the West Indies.
Fairfield	18	New York.....	1828...	In the Mediterranean.
Vandalia	18	Philadelphia	1828...	Coast of Brazil.
St. Louis	18	Washington	1828...	Pacific.
Concord	18	Portsmouth.....	1828...	Fitting out at Portsmouth.
<i>Schooners, &c.—7.</i>				
Dolphin	12	Philadelphia	1821...	In the Pacific.
Grampus	12	Washington	1821...	In the West Indies.
Porpoise	12	Portsmouth, N. H. .	1820...	In the Mediterranean.
Shark.....	12	Washington	1821...	In the West Indies.
Fox.....	3	Purchased	1823...	Used as a receiving ship at Baltimore.
Alert, store ship.....		Captured	1812...	Used as a receiving ship at Norfolk.
Sea Gull, galliot		Purchased.....	1823...	Used as a receiving ship at Philadelphia.

VESSELS OF THE UNITED STATES NAVY.

	In commission.	In ordinary.	Building at—	Ships of the line.	Frigates.	Sloops-of-war.
Ships of the line.....	1	6	Portsmouth, N. H.....	1	1	
Frigates, 1st class	4	3	Charlestown, Mass.....	2	..	
Frigates, 2d class	..	3	Brooklyn, N. Y.....	..	2	
Sloops-of-war	12	3	Philadelphia	1	1	
Schooners, &c.....	4	2	Washington	..	1	
			Gosport.....	1	1	
	21	17		5	6	

Recapitulation.

Rank.	Number in service.	Pay per month.	Rations pr day.
Captains.....	35	\$100	8
Captains of vessels above twenty and under thirty-two guns.....		75	6
Masters commandant.....	33	60	5
Lieutenants commanding.....		60	5
Lieutenants.....	257	50	4
Surgeons.....	43	*	
Assistant surgeons.....	54	†	
Pursers.....	41	40	2
Chaplains.....	9	40	2
Passed midshipmen.....	23	25	2
Midshipmen.....	422	19	1
Sailingmasters.....	30	40	2
Boatswains.....	17	20	2
Gunners.....	19	20	2
Carpenters.....	13	20	2
Sailmakers.....	14	20	2
Schoolmasters.....		25	2
Captains' clerks.....		25	1
Masters' mates.....		20	1
Boatswains' mates.....		19	1
Carpenters' mates.....		19	1
Coxswains.....		18	1
Quartergunners.....		18	1
Quartermasters.....		18	1
Masters-at-arms.....		18	1
Armorsers.....		18	1
Stewards.....		18	1
Coopers.....		18	1
Cooks.....		18	1
Marine corps:			
Lieutenant colonels commandant.....	1	75	6
Captains.....	9	40	3
First lieutenants.....	24	30	3
Second lieutenants.....	15	25	2

NOTE.—Whenever any officer shall be employed in the command of a squadron on separate service, the allowance of rations shall be double during the continuance of such command, and no longer.

The commandant of the marine corps receives, in addition to his pay, for the forage of three horses, eight dollars per month each. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

SUPPLEMENT.

Assistant surgeons.

Richard Barnum.
J. Brinkerhoff.
George Clymer.
C. W. Cloud.
Daniel Egbert.
John B. Elliot.
E. H. Freeland.

H. N. Glentworth.
Amos Gambrill.
George B. McKnight.
G. W. Micks.
J. W. Plummer.
R. K. Sims.
John L. Spencer.

W. A. W. Spotswood.
C. Sharpe.
J. V. Smith.
William Tyler.
Frederick Wessels.
J. F. Whitehill.
William M. Wood.

Passed midshipmen.

John L. Ball.
C. W. Chauncey.
F. A. Deas.
C. H. Hansford.
William W. Hunter.

Samuel Lockwood.
John H. Marshall.
John W. Mooers.
Amasa Paine, jr.
H. H. Rhodes.

Thompson D. Shaw.
Edward G. Tilton.
Charles C. Turner.

* The pay of surgeons has been fixed, by a recent law, at from fifty dollars per month and two rations per day, to eighty dollars a month and sixteen rations, according to date of commission.

† Assistant surgeons, from thirty dollars and two rations, to forty-five dollars and eight rations.

20TH CONGRESS.]

No. 375.

[2d Session.]

ON THE EXPEDIENCY OF ESTABLISHING A NAVY YARD OR DEPOT ON THE COAST BETWEEN CAPE HATTERAS AND FLORIDA.

COMMUNICATED TO THE SENATE JANUARY 6, 1829.

NAVY DEPARTMENT, *December 26, 1828.*

Sir: In answer to a resolution of the Senate, of the 20th of May last, "That the Secretary of the Navy be directed to report to Congress, at their next session, whether the establishment of a navy yard for the construction and repair of vessels-of-war, or a depot for the collection of ship timber, at some point on the coast between Cape Hatteras and Florida, would be advantageous to the public service; and that he do also submit to the Senate all the information in the possession of the Department, showing the facilities afforded for such an establishment by Charleston and Beaufort, (South Carolina,) and Savannah, Brunswick, and St. Mary's, (Georgia), together with the expense of creating the same."

The Secretary of the Navy has the honor to refer to the reports from this Department, respecting the surveys of Charleston, St. Mary's, and Savannah, which bear date 19th January, 1826, and 28th December, 1827, and which will be found in the Congressional documents.

He has also the honor to enclose the results of the survey of Brunswick, marked A, and of Beaufort, marked B.

After the passage of the resolution, a letter was directed to the commanding naval officer at Charleston, and the navy agent at Savannah, to send to the Department such information, respecting the facilities of those places for naval purposes, as they could procure, or as should be furnished by others. No report has yet been made from the commanding naval officer at Charleston. A copy of the answer of the navy agent at Savannah will be found with the papers now transmitted, marked C. These papers, with the charts, statistical and other works, relating to that portion of the Union, contain "all the information in possession of the Department, showing the facilities afforded for such establishments" at those places.

Many letters have been received from private individuals, respecting some of the harbors; but such letters are not supposed to be embraced by the resolution, and therefore copies of them have not been made.

No detailed estimate of the expense accompanies this report. There can be no such estimate made, which would be a satisfactory guide to an appropriation, until after a survey of the precise spot on which the navy yard is to be located. It must always depend on the nature of the ground, the length of the piers and wharves, and on a great variety of other circumstances, which can only be understood after a very accurate examination by persons skilled in such employments.

The Department could not command the means to make these examinations, nor could it select the place without the direction of the legislature, and the designation of the harbor where the establishment was to be made.

It is believed, however, from the result of the surveys, the great difference of expense would be found in favor of any one of the harbors; and it may fairly be calculated, that not less than \$100,000 will be required to make, at either, an establishment on the most moderate, and not more than \$500,000, on an extensive scale.

In addition to the information called for, the resolution is understood to require answers to two inquiries:

1. Whether the establishment of a navy yard, for the construction and repair of vessels-of-war, at some point on the coast, between Cape Hatteras and Florida, would be advantageous to the public service.
2. Whether a depot for the collection of ship timber ought to be made between those points.

On the first question no hesitation is felt. A conviction of the interests of the naval service constrains to the decided expression of an opinion, that it would not be advantageous to the service to establish a navy yard, either for the construction or repair of vessels-of-war, at either of the places named, or at any other, between Cape Hatteras and Florida, which has been presented to the notice of the Department.

It will be perceived, on an examination of the evidence and documents, which are enclosed and referred to, that the nature of the entrance to, and the depth of water at the bars of all the harbors that have been surveyed, are such that a navy yard at either could be used only for building and repairing sloops-of-war, and similar vessels.

The average depth of water over the bars at Charleston, is about 17 feet at high, and 12 at low water; at Beaufort, 22½ at high, and 15 at low; at Savannah, 26 at high, and 18 at low; at Brunswick, 21 at high, and 15 at low; at St. Mary's, 18 at high, and 12 at low.

The average draft of water for ships of the line of the first class, is about 26 feet; of the second class, 25 feet.

Frigates of the first class, 22 feet 6 inches; of the second class, 21 feet.

Sloops of war of the first class, 17 feet; of the second class, 16 feet 6 inches.

Schooners, 13 feet.

The draft of the hulls, without masts, spars, or rigging, is, for ships of the line of the first class, 19 feet 8 inches; of the second class, 18 feet 6 inches.

Frigates of the first class, 17 feet; of the second class, 16 feet 6 inches.

Sloops-of-war of the first class, 14 feet; of the second class, 13 feet.

Schooners, 9 feet.

In considering this subject, no good cause has been perceived for changing the opinion, so often expressed, that a reduction, rather than an extension of the number of establishments, would promote the public interests.

At every navy yard there must be buildings for officers, store houses, timber sheds, shops for workmen, launching ways, wharves, docks, and other erections, which call constantly for the expenditure of large sums of money for repairs. At every yard, too, there must be officers, workmen, and other persons employed in the various duties, whose support is expensive to the government. In this also, as in business of other kinds, concentrated and extensive means, properly managed, always conduce to economy in

producing any given result. At large and well organized establishments, ships can be more cheaply built, and more cheaply repaired, than at lesser ones; and as we must, from necessity, have at other points on our coast extensive establishments for vessels of the larger classes, the smaller ones may be built and repaired at them without inconvenience, and without the cost of establishing others for their separate use. Every one which is created, beyond the number required by the extent of our force, is an unnecessary burden upon the public treasury, and upon the means appropriated for the support of the navy. We have already one yard for every eight vessels. Our error is in having too many; and if other causes, obvious in their character, and arising principally from the nature of our confederation, do not prevent, the time will come, though it is probably yet distant, when two or three naval establishments and depots, extensive and well appointed, will provide for most of our wants. These will be found in the waters of the Chesapeake and Narraganset, while the rest of our yards will be reserved for occasional use only, and for times of pressure from external force.

The Chesapeake and Narraganset must forever afford the points of concentration for our navy, in active warfare, from whence a combination of our naval force can most readily be made, and from whence our fleets and squadrons will assail an enemy, or resist the attacks of any powerful marine which may invade the country, or hover on our coasts.

If a navy yard be hereafter required on the Atlantic coast, south of Cape Hatteras, its location should be at Thompson's Island, or the Dry Tortugas: positions better suited to the object, and more commanding in reference to the commerce of the Mississippi and the gulf, than any other within our territory; positions of incalculable importance, when Havana shall be found in the possession of an enterprising and powerful enemy.

It is then confidently believed that the proposed addition to the number of our navy yards would not, at this time, promote either economy in the disposal of our means, or energy in our naval operations.

The ports to which the inquiry applies, may, in times of war, be useful to our small vessels, pursued by an enemy or seeking refreshment; and may, like other harbors, afford to them both protection and comfort, and should have proper officers stationed at them to meet these calls; but they are not necessary as places of resort in time of peace, nor for building and repairs.

The small number of vessels of all classes, which is now authorized by law, and the increased but not large number which will ever be called for by the true interests of the nation, may more advantageously seek the supply of their wants in other ports, to which nature has been, in some points, more liberal.

The answer to the second inquiry is supposed to depend essentially on the decision of the first.

Where there is a navy yard, it follows, as a necessary consequence, that there should be a depot for the timber to be used at it; and it seems not to be less true, that such a depot is not necessary, except where vessels are to be built or repaired. The argument which seems to operate most strongly in favor of a depot between the points mentioned in the resolution, results from the fact that our most valuable species of ship timber grows there and on the borders of the Gulf of Mexico; and that its collection at such a depot, because at less distance, would be less expensive than at more northern navy yards. But this argument loses its force by the considerations that it would be necessary, wherever it was situated, to carry the timber to it by water; that the expense of procuring this timber depends much upon the difficulty of placing it on shipboard; and that; when there, the distance which the vessel has to go is matter of small moment.

The cost of delivering timber at our northern, is little greater than at our southern yards; and depends less on their distance than on the nature of the navigation by which they are to be approached. But the argument is deprived of all its force, when it is recollected that, if the timber be deposited where it is not to be used, we are subjected to the expense of double freight and transportation—first to the depot, and afterwards to the navy yards. Economy requires that its first place of deposit be as near as possible to the very spot where it is to be used. Even its removal from one part of a navy yard to another, is one of the most troublesome and expensive operations which we have to encounter. Hence, in the plans which have recently been made and approved, for the improvement of the yards, the sheds for its preservation are placed as near to the building-ways as other objects would permit. The navy yards now in existence will afford places of deposit for all the timber which we can procure, and it will be as well protected and preserved in them as it can be in any other location.

Respectfully submitted.

SAM'L L. SOUTHARD.

The President of the Senate of the United States.

A.

Report of the survey of the harbor of Brunswick, &c., &c., State of Georgia.

SIR: By referring to the diagram, which will be forwarded to the Navy Department, you will readily perceive that a part of St. Simon's Sound, and Turtle river, as far up as Blyth's Island, has been necessarily included in the survey of the harbor of Brunswick.

I shall be consequently constrained to deviate in the following report, from the form adopted in the preceding one, and to give you the necessary information, without regard to the order in which the interrogatories have been put.

The principal entrance into St. Simon's Sound, from the Atlantic ocean, is between the islands of Jekyl and St. Simon's. There are extensive sand shoals which run out from both of those islands towards the ocean, in a circular direction, until they meet, at a distance of five miles and a quarter from the light house on St. Simons, and there form what is called "St. Simon's bar." The extent of those shoals, and the general depth of the water upon them, may be seen, and better understood, perhaps, by looking at the diagram. I will, therefore, confine my remarks to what I consider the channel across them, or, in other words, to the deepest water on the bar. The greatest depth of water that can be relied on when crossing the above-mentioned shoals, is from fourteen to sixteen feet, as it is affected by the following circumstances:

At low water, during the spring tides, there is fourteen feet; at low water, during common tides,

there is fifteen feet when the water is not affected by the wind. Sixteen feet may sometimes be brought over at low water, when the wind has been for any time blowing from the eastward. The average summit level of the tide is calculated to be six feet. The depth of the water upon the bar is affected by the wind, to a greater or less degree, according to its violence and duration. The wind from the eastward causes the tide to flow over its usual level, and the west winds sometimes blow it out below the ordinary low water mark. The strength of the current on the bar, and to a safe anchorage within it, unaffected by the wind, is, I judge, about two miles an hour. The width of the channel on the bar is about three hundred yards, and the bottom is hard sand. The usual course over the bar going into port, is W. N. W. I will observe, however, that I do not think that fifteen feet can be carried over that bar, at low water, during common tides, on any one course. To obtain accurately the courses necessary to pass over that bar in the deepest possible water, it will require more time, and much more favorable weather, than was allotted to the survey which I am now reporting; and it is also necessary that it should be marked with permanent buoys.

The most favorable wind to go to sea from this harbor, is the northwest; to sail into the harbor, the southeast is best. From September till November, the wind generally prevails from the northward and eastward; from November till April, from the northward and westward; and from April till September, from the southward and westward. There is safe anchorage for vessels of the largest class that can cross the bar, to almost any extent. The distance from the bar to the light house is five miles and three-quarters; from the light house to the town of Brunswick, the distance is eight miles. In the main channel from the light house, on the Island of St. Simon's to the town of Brunswick, there is water enough for any ship that can cross the bar.

At the entrance of what may be properly called the inner harbor of Brunswick, there is a mud flat, the channel over which is three hundred feet wide, and in length one-half mile. On this shoal nine feet may be found at low water during the spring tides, and ten feet at low water during common tides. The ebb and flow of the highest spring tides in this harbor, is ten feet, and that of the common tides is eight feet; which, (considering that the bottom is soft mud,) will enable any vessel that can cross the outer, or Simon's bar, to go up to the town of Brunswick. The tide at Brunswick is little or not at all affected by the wind.

Brunswick is the chief town in Glynn county, in the State of Georgia; it contains four or five dwelling-houses, and ten or twelve white inhabitants; it is situated six feet above high water mark, on a promontory, which is about one mile and a quarter in width, and two miles long, and it is bounded by extensive salt marshes, and Turtle river.

The land in the vicinity of Brunswick appears to have been of the strongest and very best quality. The town is represented to be quite as healthy, if not more so than the surrounding country. The river opposite to the town is twelve hundred feet wide. That harbor is completely land locked, and there is good anchorage in soft sticky bottom for any vessel that can get up. The convenience of this harbor for receiving supplies from the shore is very great. The fresh water, although not of the very best quality, is tolerable, and can be obtained in any quantity.

There are several good positions for a navy yard, all of which are said to be as healthy as the town.

The channel runs opposite to those positions within two hundred and fifty feet of high water mark, and I have no doubt but that wharves can be run out to it. Supplies of stores and provisions for a fleet cannot be obtained at present, either at Brunswick or the surrounding country.

I have had no opportunity to ascertain anything important with regard to the destructiveness of the worm, but I apprehend that they would be injurious to vessels laying for any length of time in that harbor.

The subject of fortifications necessary for the defence of that harbor, properly belongs to another department, I am aware; but, nevertheless, I ought perhaps to observe, that its situation is exposed, and at present entirely defenceless.

Although it would but needlessly prolong this report to mention every little circumstance which has been brought to my notice as calculated to improve the town of Brunswick; yet, it is doubtless my duty to remind you, that there are certain internal improvements contemplated in the State of Georgia, which are likely to contribute to the prosperity of Brunswick, and to increase the ability of that place to furnish supplies for shipping; and, also, to speak of the probable effect that the completion of the Florida canal will have upon the future prospects of that town. A canal of about eleven miles is to be cut between the Turtle and Altamaha rivers, which, as I am informed by a letter from Mr. W. B. Davis, of Georgia, will open a communication with a large proportion of the most fertile parts of Georgia, west of the Oconee river, and give to the produce of that section of the country an outlet to the ocean, and a market, by the way of Brunswick.

With regard to the Florida canal, I will observe, that whether it terminates at the mouth of the river St. John's or Amelia harbor, it is probable that a part of the trade which will pass through that canal will centre at Brunswick.

I have the honor, sir, to be, with the greatest possible consideration and respect,

Your obedient and very humble servant,

R. F. STOCKTON, Lieutenant U. S. Navy.

To the Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

B.

To the Hon. Samuel L. Southard, *Secretary of the Navy:*

SIR: The survey of the "harbor of Beaufort," as far as was necessary "to ascertain the practical facilities of that place for naval purposes," has been finished; and I have the honor now to place before you the results of the observations made by the officers employed on that service.

Without repeating the interrogatories proposed to me, I will immediately proceed to answer them, in the order in which they have been put.

First. The depth of water on the bar, at low water, during the lowest spring tides, is seventeen feet; during the highest spring tides, it is sixteen feet; and, at common tides, it is sixteen feet and a half.

The average rise of the tide on the bar, is six feet; and the summit level of the water, during spring tides, at high water, is calculated to be from twenty-two to twenty-four feet.

Second. The water on the bar is affected to a greater or less degree, according to the direction and violence of the wind. Strong winds from the northeast or from the southeast cause a heavy swell, and make it dangerous to cross the bar; strong winds from the opposite side of the compass will, perhaps, reduce the depth of the water from one to two feet.

Third. The strength of the current on the bar, &c., &c., depends much upon the wind; it runs at the rate of one and a half to two and a half miles an hour.

Fourth. The channel is one-half of a mile wide. The bar, from three fathoms inside to three fathoms outside, at low spring tides, is one mile wide. The bottom is hard sand, and sandstone. The largest vessels can cross the bar, bound in, with a northeast or southeasterly wind; and a northwest or southwesterly wind will be favorable for them to go to sea.

Fifth. During the winter, the northwest wind prevails; and in the summer, the wind blows most frequently from the south and westward.

Sixth. Port Royal Sound is distant from the bar nine miles, and is about two miles square, between Bay Point and Hilton Head. The soundings vary from three to nine fathoms, at low water. The bottom is made of hard sand, and sandstone; out of which it is difficult to take an anchor. This sound will answer very well for an outer harbor; but, in bad weather, it will be prudent to run four or five miles higher up.

Seventh. There will be but little, if any difficulty, in receiving supplies from the shore.

Eighth. Good water can be obtained without difficulty.

Ninth. Provisions could, no doubt, be obtained from the surrounding country, in any quantity, with proper notice. With regard to other stores, they could not be obtained, in any quantity, at present; but, situated on the inland navigation between Charleston and Savannah, there is but little doubt that Beaufort could, at all times, be supplied with whatever could be collected in those ports.

Tenth. A good position for a navy yard might be selected.

Eleventh. There is no position in the harbor which would answer for a navy yard, where there is, at low water, as great a depth of water as can be found on the bar, during the spring tides.

Twelfth. Good fresh water might be easily obtained, and in any quantity.

Thirteenth. Beaufort is the summer residence of the planters, and is considered healthy. The soil is sandy.

Fourteenth. There may be some difficulty in driving piles; the bottom is hard sand, and sandstone.

Fifteenth. The worm, I apprehend, is not very destructive in the harbor.

The distance from Port Royal Sound, between Bay Point and Hilton Head, to Beaufort, is twelve miles. The width of the river decreases gradually, from one mile to one-fifth of a mile; the channel varying from one-fourth to one-tenth of a mile. The only shoal that can prevent the largest vessel which can cross the bar, from reaching the harbor at high water, is abreast the fort, about two miles below the town; over which, there is at low water, during common tides, only twelve feet.

The highest spring tides in the harbor are from ten to eleven and a half feet; the average rise is eight feet. Neap tides, from six and a half to seven feet.

I hope you will find in this report, all the information required by your instructions to me.

I have the honor to be, sir, with great respect, your obedient and very humble servant,

(Signed)

R. F. STOCKTON, Lieutenant U. S. Navy.

C.

SAVANNAH, November 12, 1828.

Hon. Samuel L. Southard, Secretary of the Navy:

Sir: Your instructions of the 10th June last, requiring full information respecting the harbor of Savannah, particularly as to its fitness for naval purposes, I have not been able to comply with until now, in consequence of the absence from the city of those from whom that information could, the most correctly, be obtained.

I have now the honor to submit the result of my inquiries and observations; all of which, I have full reason to believe, are perfectly correct. The answers of the pilots, to a series of questions propounded to them, are herewith annexed. They result in proving:

First. That the depth of water on the bar, at the lowest spring tides, is 18 feet; at common tides, 19 feet; that high water, at common tides, is 26 feet; and at spring tides, 28 feet.

Second. That the depth of water is increased or diminished from one to two feet by the winds, according to their course or duration.

Third. That the current, from the bar to safe anchorage at flood tide, is from one to two knots, and from two to three knots at ebb tide.

Fourth. That the width of the channel upon the bar is three-quarters of a mile; that the width of the bar to safe anchorage, from the sea, is from one-half to three-quarters of a mile; and that vessels drawing the greatest depth of water the bar will admit, may cross it to safe anchorage within, with any wind from north to south, having east in it; and for those bound outwards, with any winds from north to south having westing.

Fifth. That vessels drawing nine and one-half feet may at the lowest tides, and from fifteen to sixteen feet at high water, get to safe anchorage in Cockspur Roads, the distance six or seven miles from the bar, and the bottom good anchorage; depth of water four and one-half fathoms.

Sixth. That in the north channel good anchorage may be found in any part of it after crossing the bar, and abreast of Tybee, five or six fathoms water.

Seventh. That vessels drawing eighteen feet water may with safety at high spring tides reach Four Mile point, at the upper end of Gibbet Island, and from sixteen to seventeen feet at common tides; and to Fort Jackson sixteen and one-half at spring tides, and from thirteen to fourteen and one-half at common tides.

Eighth. The impediments to navigation in the river are six sand banks and mud flats; the first five

miles from the bar, the second six miles, the third seven miles, the fourth twelve miles, the fifth twelve and three-quarters miles, the sixth at Four Mile point. All these shoals and impediments it is believed may be removed, or greatly reduced, by a good dredging machine. Should this prove to be practicable, thirty feet might then be brought with safety from the sea to Fort Jackson.

Ninth. The wrecks lying between Fort Jackson and the city have at low water six and one-half feet, at high water thirteen and one-half feet, and at spring tides from fourteen to fifteen feet. The measures which are now in progress under the direction of the government for the removal of these obstructions, if successful, will very materially improve the navigable facilities of the river, and will enable vessels of much greater draft to reach the city.

Tenth. The worm has never been known above Cockspur, and even there its effects are but slightly injurious.

Eleventh. Fresh water in great plenty may be had at Tybee Island, from several wells now there, and these may be multiplied to any extent; but the river as low down even as Four Mile point, at the distance of only fifteen miles from the bar, at low tide furnishes fresh water of a quality equal to any in the world for shipping, requiring only to be a short time in the casks, like that of the Mississippi, to settle and become clear; the pump water in the city is equally good.

Twelfth. The rise of the tides is from six and one-half to nine feet, according as it may be influenced by the winds.

Thirteenth. Large vessels may get to sea from the city with any wind, from N. W. to S. S. W.; and from Cockspur with those from north to south.

The foregoing, detailed by three of the most intelligent and skillful pilots of the port, one of whom has been upwards of fifteen years engaged exclusively in his profession, is substantiated by the testimony of other nautical men, from whom I have sought for information, or with whom I have conversed. I have every reason, therefore, to be satisfied of its correctness.

In addition to the facts detailed in the foregoing examination, I am enabled to add the following, partly from my own knowledge, but chiefly from inquiries made of intelligent individuals, upon whose judgment and opinions I have the fullest reliance.

The means of supplying a fleet with stores and provisions from the city of Savannah must necessarily depend chiefly upon the probability of there being a demand for those articles; neither naval stores, ship chandlery, barreled pork or beef, are prepared here; but all these could at all times readily be obtained in quantities, by the constant and regular intercourse with the northern cities, through the medium of the persons engaged in such business here, and the probability of a demand would be certain to produce a supply. The inland intercourse between this and Charleston being always open and easy, would afford the means of obtaining all that could be supplied there also.

Ship timber in all its varieties is abundant, and the facilities for obtaining it unquestionable.

Steam saw mills in the city and its neighborhood can at all times supply whatever may be demanded; and the short distance between this and Darien would enable the mills there to add their powers of supply to those here, were it necessary to call them into requisition. In addition to these sources, that of the Ogeechee canal, which is now nearly completed, will, it may be expected, increase greatly the means of supply, by bringing to Savannah the products of an extensive region through which that river flows. In fact, no seaport from the Chesapeake to the Gulf of Mexico presents facilities for the supply of ship timber greater than this. The forests of pitch pine of the best quality on both sides of the Savannah river, for two hundred and fifty miles of its course, are almost inexhaustible. From the same region, oak of different kinds, locust, mulberry, cedar, and other valuable timber, may also be had; and live oak may, in peace or war, be obtained by means of the inland navigation through the regions of its native soil, extending from hence to the St. Johns, in Florida. Should the plan be undertaken by government, sometime since projected, of increasing the quantity of this valuable timber by cultivation, the neighborhood of Savannah, where the tree is indigenous, would afford every desirable facility, and would greatly enhance the value of a naval depot in its neighborhood.

The steamboat navigation to Augusta affords at all times great facilities for obtaining from thence whatever the country in its neighborhoods affords; and, in fact, a greater proportion of what the interior of the State produces—pitch, tar, turpentine, flour, and possibly, even beef and pork may be obtained from thence in moderate quantities, which would increase with the demand.

The packet steamboats require but from twenty to twenty-four hours in their passage from Augusta to Savannah, and consequently the means of transporting men or munitions of war from the United States arsenal there are easy and rapid.

The country in its neighborhood is populous, and daily becoming more so. To embody, equip, and transport a militia force from there might at all times be speedily effected. The fortifications which the government is about to construct on Cockspur Island, indicate it as an important point of defence and protection for the southern section of the Union; a naval station combined with it, necessarily would increase infinitely the advantages of each, and the protection which the works on shore would afford to a fleet immediately under its guns, and in so safe and convenient a harbor, only six miles from the sea, the entrance to which is so easy, need not be commented upon, to make it evident that the harbor is susceptible of very complete defence, so as to make it as secure as any point on our coast, and at a very moderate expense, is, I believe, already made known to government, by a report to the Engineer department, and that opinion will no doubt have its weight in the decision of the question. It is not necessary that I should here dilate upon the advantages of such a harbor as a resort for vessels-of-war in the winter season, or for its proximity to the West Indies, or for the means it affords as a shelter during the hurricane months, or for repairing damages sustained by being exposed to their influence; because it is presumed these are some of the many reasons which must have led to the inquiry by government, of a proper harbor for a naval depot between the Chesapeake and Cape Florida. With respect to the site for the navy yard, there cannot be much diversity of opinion; either the lower end of the city, or Fort Jackson, three miles below it, would probably be the only points between which to choose. The former would be every way preferable, should the measures now in progress under the direction of the commissioners of the United States for the removal of the wrecks, be successful. The chief, and probably the only objection to Fort Jackson is, that it is less healthful than the city; but this evil may be remedied, in a great degree, by erecting the buildings for the residence of the workmen upon the high land at a short distance from the river. Various situations within the distance of a mile from the fort, may easily be obtained, as well for a place of residence as for many of the

workshops; but, as the distance from the city is so short, and the transportation so easy, by means of the river, no difficulty could be encountered in making the city itself the place of residence, as well as for the workshops, spar yards, &c. As to the healthfulness of the city, the facts which I am enabled to furnish, are the best criterion. The paper marked A is a transcript of an official record laid before the corporation at its session last year, by a committee of its own body; it contains, as will be perceived, a table of the number of deaths among the white population, for every month in the year for five years, commencing in 1822. The number of deaths is ascertained by an official register kept by the sexton, an officer appointed and paid by the corporation, whose duty it is to record the name, age, disease, and residence of every person who dies or is buried within the city; its accuracy cannot be doubted. Southern cities, and particularly those upon the seaboard, are certainly not distinguished for their healthfulness; but, with the exception of August, September, and October, there are few Atlantic towns in the Union where the number of deaths, in proportion to the population, are so few as in Savannah; the autumn, however, is uniformly productive of disease, and particularly so among those exposed to the influence of the weather. It will, however, obviously be necessary to compare the healthfulness of Savannah with other southern ports which may be looked to as a naval station. I have added to the table the deaths recorded for each month of the present year, which, it will be perceived, are considerably less than some of the previous years. The abandonment of the culture of rice, on the lands immediately in the neighborhood of the city, has, in the opinion of the most intelligent physicians, tended greatly to lessen disease, and its beneficial influence is unquestionably annually extending and increasing. This is more particularly evident among those persons residing near the river, and among the crews of vessels lying in the harbor. For several years past they have been infinitely less liable to disease than formerly; and, as the lands reclaimed from rice culture shall increase in quantity and extent, so may the benefits to health be expected likewise to increase.

The importance of the facts developed in the answers of the pilots, in relation to the shoals in the river, and their opinion of the practicability of removing them, or of so lessening them as to increase the depth of water to enable vessels of the larger class to reach the city, deserve consideration. The sand and soft mud which form these impediments, are susceptible of removal without much difficulty, it is believed, by means of the improved excavating machine, impelled by steam, which has been so successfully applied in many instances for clearing rivers. That about to be put in operation here by the commissioner for removing the wrecks, might possibly be beneficially employed for this purpose. Also, the many advantages which this point would present for the establishment of a naval depot, were these shoals removed, are obvious; and from 25 to 26 feet might be carried to Four Mile point, in fresh water 15 miles from sea, and but five from the city, by removing the shoals in the north channel.

I have thus, sir, complied, as far as it has been in my power, with your requisitions. If the facts I have detailed shall be found of any use in elucidating the question of the fitness of Savannah for a naval station, it will gratify me to have furnished them. I am convinced that much valuable information may yet be obtained on that subject, and that comparatively but little has been given. Should I hereafter be enabled to add to it, I will with great pleasure do so, or promptly comply with any further instructions from you to the extent of my power.

I have the honor to be, sir, very respectfully, your obedient servant,

J. P. HENRY, *Navy Agent.*

Queries respecting the nature of the bar and river of Savannah, as to the facilities for the establishment of a navy yard.

First. The depth of water on the bar at the highest and lowest spring tides and common tides?

Second. What winds affect the depth of water upon the bar, to what extent, and in what manner?

Third. The strength of the current on the bar, and to safe anchorage within it, on the flood tide and ebb?

Fourth. Width of the channel upon the bar, width of the bar, and nature of the bottom; with what winds can large vessels cross the bar bound outwards and inwards?

Fifth. How many feet can be carried to safe anchorage in Cockspur Roads, at low and high water, and common tides; what is the nature of the bottom, and what is the distance from the bar?

Sixth. Where is the best anchorage in the north channel after crossing the bar?

Seventh. How many feet can be carried to Four Mile point and to Fort Jackson at low and high water?

Eighth. What are the impediments in the river from the bar to Four Mile point and to Fort Jackson, and can they be lessened or removed?

Ninth. How many feet can be brought over the wrecks at high and low water?

Tenth. Is the worm destructive at Cockspur, at Four Mile point, or Fort Jackson?

Eleventh. Is good fresh water to be had at Tybee?

Twelfth. What is the rise of the tide on the bar?

Thirteenth. With what winds can large vessels go to sea from the city, and from Cockspur Roads?

Fourteenth. Did you bring the frigate John Adams from sea?

Fifteenth. What are the prevailing winds?

Sixteenth. How near the shore is the channel at Cockspur, and at Fort Jackson, and is wharfage easy to it?

Seventeenth. How long have you been acting as a pilot for the port of Savannah?

Additional questions.

Eighteenth. What water is there at safe anchorage abreast of Tybee?

Nineteenth. What are the impediments in running into Cockspur, after crossing the bar, and what the depth of water in the roads?

Answers of John Low, Wright White, and E. C. Hopkins, pilots for the harbor of Savannah.

Answer *First*, by Low:

High water at highest spring tides.....	27 feet.
Low water at highest spring tides.....	18 feet.
High water at neap tides.....	26 feet.

Low water at neap tides.....	19 feet.
High water at common tides.....	25 to 26 feet.
Low water at common tides.....	19 feet.

By Wright White and E. C. Hopkins:

High water at highest spring tides.....	full 28 feet.
Low water at highest spring tides.....	19 feet.
High water at neap tides.....	25 feet.
Low water at neap tides.....	18 feet.
High water at common tides.....	26 to 26½ feet.
Low water at common tides.....	19 feet.

Second. Winds from S. S. W. to N. N. W., lessen the depth of the water from 1 to 2 feet, according to their violence and duration; and those from N. to S. S. E. increase it in the same ratio.

Third. At flood tides, from the bar to safe anchorage, from 1 to 2 knots, and from 2 to 3 at ebb tide.

Fourth. Width of the channel, three-fourths of a mile; width of the bar, from the sea across to anchorage within, from one-half to three-quarters of a mile; bottom, yellow sand. Vessels drawing the greatest depth can cross the bar with any wind from north to south, and to safe anchorage within Tybee; outward bound, from within Tybee to sea, any winds from west extending from north to south.

Fifth. To safe anchorage in Cockspur Roads, at low water, 9½ feet can be carried, and from 15 to 16 at high water; bottom, soft mud and sand. At low water, vessels may come up four miles from the bar to good anchorage, and at high water, from 6 to 7 miles in 4½ fathoms water.

Sixth. The first safe anchorage is abreast of Tybee, in 5 or 6 fathoms water, and, at high water, vessels may anchor anywhere above, as far as Four Mile point.

Seventh. At low water 11 feet may be carried to Four Mile point, and 8 feet to Fort Jackson; at high common tides from 16 to 17 feet to Four Mile point, and 13 to 14½ to Fort Jackson; at spring tides 18 feet to Four Mile point may be carried with safety, and 15½ to 16 to Fort Jackson.

Eighth. The first is the tail of the knoll, from 4 to 5 miles from the bar, sandy bottom. The next is the head of the knoll, one mile from the tail, soft mud and shells; water, from 4 to 4½ fathoms, may always be found between these two points, at high water. The third shoal is the head of the white oyster bed, one mile further, sandy bottom, and may easily be removed; its extent, in crossing, is not more than 30 feet. Five miles further up is the next shoal, extending from Venus point to the Horse Shoe, about three-eighths of a mile in extent, composed of soft mud, and may easily be removed. The next shoal, at three-quarters of a mile distance, is the lower mud flat; then the upper mud flat, at Four Mile point; the two making about three-quarters of a mile, and of soft mud. Deep water and safe anchorage may be had, at all times of tide, between these shoals; their removal would give a channel of 30 feet and upwards, from the bar to Fort Jackson.

Ninth. At low water on the wrecks, there is from 6½ to 7 feet; at common high tides, 13½ feet, and at spring tides, from 14 to 15 feet.

Tenth. The worm is not felt in any part of the river, above Cockspur, or Long Island; at Cockspur it is but slightly injurious; oak stakes have lasted there four or five years.

Eleventh. Tybee Island furnishes plenty of fresh water, from several wells. The river, at low water, will, as low down as Four Mile point, furnish as good water as ever was taken to sea. The pump water in the city is equally good.

Twelfth. The rise of the tide, at Tybee, varies, with the effect of the wind, from 6½ to 8½ feet; the mean is about 7 feet.

Thirteenth. Large vessels may go to sea, from the city, with winds from N. W. to S. S. W., and from Cockspur, with those from north to south.

Fourteenth. John Low and E. C. Hopkins were the pilots of the John Adams frigate, on her arrival here, in December, 1825. She was brought in over the bar at night, drawing 17 feet; and the next morning, without lightening or tipping, was carried up to Four Mile point, within 5 miles of the city, and 15 from the bar. They also piloted her to sea with the same draft.

Fifteenth. The prevailing winds, from August to October, are easterly; from thence to March, westerly, and from thence to July, southerly.

Sixteenth. The channel, at Cockspur and Fort Jackson, runs close to the shore; wharfage at the latter is easy; good wharves are now there.

Seventeenth. John Low answers, he has been upwards of 15 years a pilot for this harbor; Wright White, upwards of ten years, and E. C. Hopkins, upwards of 6 years.

JOHN LOW.
WRIGHT WHITE.
ELISHA C. HOPKINS.

Sworn to before me, this 29th of October, 1828.

W. T. WILLIAMS, *Mayor City of Savannah.*

Additional answers.

Eighteenth. At safe anchorage abreast of Tybee, there is from 5 to 6 fathoms, at high water, extending one mile.

Nineteenth. The shoal on going into Cockspur Roads commences at about three-fourths of a mile above the light house, and extending nearly a mile to the lower end of Cockspur Island, the distance about two miles, the bottom soft mud; after crossing this shoal there is four and a half fathoms water in the roads at high water, common tides, and nearly three and a half fathoms at low water.

JOHN LOW.
WRIGHT WHITE.
ELISHA C. HOPKINS.

Sworn to before me, this 12th of November, 1828.

W. T. WILLIAMS *Mayor, City of Savannah*

Table of deaths in Savannah for the last five years, extracted from the register of deaths.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total deaths in each year.	Mortality in proportion to the white population, estimated at 5,000.
1822.....	13	19	15	12	11	30	21	31	30	59	33	18	292	One death in 17.12
1823.....	17	13	22	12	13	24	24	23	37	33	29	18	270	do 18.51
1824.....	1	8	11	6	4	7	10	18	21	30	11	11	146	do 34.24
1825.....	8	8	12	5	3	6	13	11	20	18	13	9	126	do 39.68
1826.....	10	14	12	13	9	16	21	20	23	40	41	19	238	do 21
Total.....	49	62	72	48	40	83	89	108	131	180	127	75	1,072	

In 1826 there was a considerable addition to the population, arising from the number of Irish laborers who were induced to come here by the prospect of procuring work upon the Savannah, Ogeechee, and Altamaha canal. But for this circumstance the average of mortality would, probably, not have exceeded one in twenty-five. The whole white population is ascertained to be 5,000. This, it is believed, has been the average population for the last five years; in some years being greater, in others less than 5,000. The proportion of deaths to the white population in 1824 and 1825, in the cities of Philadelphia and New York, was, for Philadelphia in 1824, one in 30.40, in 1825, one in 34.59; for New York, 1824, one in 39.87; 1825, one in 37.05.

See Medical Statistics, by N. Miles, M.D., and J. D. Russ, M.D.

Read, and adopted in Council, 30th August, 1827.

M. MYERS, C. C.

Deaths of 1828, extracted from the official register, January 8, February 5, March 17, April 6, May 8, June 15, July 21, August 14, September 14, October.

M. MYERS, C. C.

20TH CONGRESS.]

No. 376.

[2D SESSION.]

ON CLAIM OF AN OFFICER OF THE NAVY FOR INDEMNITY, ON ACCOUNT OF COSTS IN PROSECUTING A LIBEL ON A VESSEL SAVED FROM SHIPWRECK, AND BROUGHT IN FOR ADJUDICATION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 16, 1829.

Mr. MILLER, from the Committee on Naval Affairs, to whom was referred the petition of Alexander Claxton, reported:

That the petitioner represents that, while in command of the United States ship *Hornet*, in the month of June, 1827, and while the said ship was lying in the harbor of Matanzas, his boat, then in search of an American slaver, fell in with the English merchant ship *James Mitchell*, stranded on the coast of Cuba, her crew in a state of mutiny, and the ship in imminent peril of shipwreck; that he hastened to forward the necessary succor, and, after securing the mutineers, proceeded to lighten the ship by removing a part of the cargo, employing a Spanish droger to assist; and that, after great difficulty, he succeeded in getting the ship off the rocks, though in a very leaky condition; that the ship was then conducted off the Havana, where she was originally bound, and a proposition sent to the consignees, requiring indemnity for the services rendered, otherwise an appeal would be made to the courts of the United States; and the answer not being satisfactory, the ship was carried to Key West, and formally libelled in the district court of St. Augustine. That the court was pleased to dismiss the suit, at the same time burdening the petitioner with the heavy cost of the prosecution; and that, from the want of pecuniary means, he was unable to appeal to the higher courts; and, as a last resort, he feels himself impelled to throw himself on the justice of Congress, in the expectation that he will be awarded a salvage for the officers and crew, out of the amount of duties paid on the cargo, as well as the costs attending the trial.

The proofs of the facts stated are very imperfect. There is no authenticated copy of the libel or decree. There is a certificate by William Pinkney, collector of the district of East Florida, dated July 12, 1828, that there had been paid into the treasury twenty thousand eight hundred and sixty-seven dollars and seventy cents and two-tenths duties on the cargo of the *James Mitchell*. There is also a printed copy of the opinion of the judge in the case, and some other papers. From all these, the committee are satisfied that the facts in the case are correctly set forth by the petitioner; but as the evidence in the case is not before the committee, they must consider the decree of the court to be correct, without intimating any opinion as to the reasoning by which that decree is sustained by the judge.

The court decided that the salvors would have been entitled to reasonable salvage at the Havana, the original port of destination; but that they were wrong in taking the ship to Key West; and that, by so doing, they injured the owners to an amount at least equal to the salvage, and therefore dismissed the libel with costs. The committee entertain the belief that Captain Claxton acted in good faith, and in the line of his duty, in aiding the *James Mitchell*; and that he was induced to bring her to a port in the

United States, from an apprehension that justice might otherwise not be awarded to the officers and crew of the *Hornet*; they have therefore reported a bill to indemnify him for the payment of his costs and expenses in prosecuting the suit.

The amount of duties paid on the cargo, as per certificate of the collector, is \$20,867.70²/₁₀; no bill of the costs of the suit has been exhibited to the committee, but they are estimated not to exceed \$4,000. The expenses incurred by Lieutenant Cox, under an order from Alexander Claxton, commander of the *Hornet*, to libel the *James Mitchell* are represented to be..... \$569 75

Less deductions for pay and subsistence..... 247 00

Expense of chartering a sloop to go from Key West to St. Augustine twice..... \$322 75

550 00

\$872 75

20TH CONGRESS.]

No. 377.

[2d Session.]

ON CLAIM OF A PENSIONER TO ARREARAGES FROM THE DATE OF HIS DISABILITY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 16, 1829.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the petition of William Gillin, reported:

That the petitioner represents that he was an able-bodied seaman on board the *Philadelphia* at the time of her capture by the Tripolines; was made and long detained a prisoner, and by severe usage greatly injured and disabled; that by reason of this disability the petitioner was, under the administration of President Monroe, placed on the pension roll, equal to half his pay.

He now asks that there may be granted to him money equal to a pension from the time of his injury up to his being placed on the pension roll. It does not appear that he was prevented from making an earlier application for a pension, or that his application had been delayed. The committee cannot therefore find any sufficient reason for granting the relief sought. He does allege that his pension is not equal to his disability; and if it is, his relief is provided for by law and may be reached by proof of his increased disability.

The committee therefore recommend the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

20TH CONGRESS.]

No. 378.

[2d Session.]

ON CLAIM OF THE CAPTAIN OF A REVENUE CUTTER TO PRIZE MONEY FOR A VESSEL CAPTURED FOR A VIOLATION OF THE REVENUE LAWS, TO THE EXCLUSION OF A LIEUTENANT OF THE SAME.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 16, 1829.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the petition of Augustin Claimborn, executor, &c., of Angus O. Frazer, deceased, reported:

That by the act of Congress, approved May 11, 1820, there was granted to Angus O. Frazer and others, who, at the time of the seizure of the British vessel *Ardent*, in 1811, were officers of the cutter *Louisiana*, the sum of \$5,239.62, to be distributed among them in such proportions as they are entitled to by the act of April 18, 1806, and as specified in the act of Congress, approved March 2, 1799, that is, in proportion to the pay of the officers of the cutter.

By the libel filed in the case, it appears that the seizure was made May 29, 1811. By the duplicate pay roll of the cutter, signed by Captain Frazer, it appears that at the time of the seizure the said Angus O. Frazer was the captain, Philip A. Bush the first lieutenant, and George Smith the second lieutenant of the cutter.

The Secretary of the Treasury has paid to the said Angus O. Frazer \$2,278.09; and to Philip A. Bush \$1,594.67, of the above appropriation, and the residue, \$1,366.86, was carried to the surplus fund, December 31, 1822.

This distribution of the money appears to the committee to be strictly according to the facts in the case and the law applicable to it. On behalf of the petitioner it is alleged that Captain Frazer was the only commissioned officer on board the cutter at the time of the seizure. It appears that Captain Frazer himself had at a late period also asserted this position, and claimed the whole money. But as Captain Frazer has, under his hand, stated in the pay roll that Bush and Smith were lieutenants, and received their pay as such, the committee are of opinion that it cannot be alleged in his behalf that they were not such officers. It is not necessary therefore, in the opinion of the committee, to determine what would have been the share of Captain Frazer if Bush and Smith had not been such officers, or had not had such

commissions, though in that case it would seem just that those who were officers in fact, and acted as such, should be entitled to a share of the money arising from the seizure.

The committee are therefore of opinion that the memorialist takes nothing by his petition, and recommend the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

20TH CONGRESS.]

No. 379.

[2D SESSION.]

ON APPLICATION OF AN OFFICER OF THE MARINE CORPS, WHO WAS DISMISSED FROM THE SERVICE, FOR PAY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 27, 1829.

Mr. RIPLEY, from the Committee on Naval Affairs, to whom was referred the petition of Anthony Gale, reported:

That the petitioner sets forth that he served in the marine corps from July 11, 1798, to September, 1820, at which last period he was lieutenant colonel commandant of the corps; that previous to the last date he had become insane, and while insane, was tried by a military court-martial, convicted and dismissed from the service; and he prays that his pay, &c., as if he had continued in command of the corps, be paid to him, amounting to \$14,208, exclusive of forage, not charged.

The offences of which he was convicted are not stated, nor the evidence on which the conviction was founded. It is, therefore, under these circumstances, to be presumed that the conviction rested upon proof of the facts charged. The petitioner does not complain that the court erred in matter of law or fact, but that he was *insane*, and therefore not subject to be tried.

Insanity, to such a degree as to make him an unfit subject of trial and punishment, would doubtless have been regarded by the court before whom he was tried. It is not complained that the court, in any respect, erred as to any question of insanity raised before them, and it would be very dangerous, after the lapse of many years, to permit a person, convicted after punishment, to allege his insanity at the time of trial, for error. Such an allegation cannot be supported by *ex parte* testimony; and the committee do not feel disposed, in this instance, to erect themselves into, or to recommend the erection of, a tribunal to try the question.

If the sentence of the court-martial was reversed and annulled, still, in the opinion of the committee, it was the right and duty of the Executive to judge of the sanity of the petitioner. He himself alleges that he was *insane*, and this was good cause for removing him from the command of the corps; and if the President believed his insanity so great as permanently to disqualify him for the command, then it was his duty to dismiss him from the service. In this instance the committee see no reason to question the correctness of the decision of the President.

They therefore recommend the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

20TH CONGRESS.]

No. 380.

[2D SESSION.]

ANNUAL REPORT IN RELATION TO THE NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 27, 1829.

NAVY DEPARTMENT, *January 26, 1829.*

SIR: I have the honor to transmit herewith the annual report of the commissioners of the navy pension fund.

Paper A contains a list of pensioners.

Paper B exhibits an abstract of warrants drawn on the treasurer of the fund.

Paper C, a statement of the stocks standing to the credit of the fund, on the books of the treasury; and—

Paper D, a statement of the bank stocks belonging to the fund.

I am, respectfully,

SAMUEL L. SOUTHARD.

Hon. the SPEAKER of the House of Representatives.

A.

List of naval pensioners on the 1st January, 1829.

Names.	Rank.	Monthly pensions.	Annual pensions.
NEW HAMPSHIRE—7.			
Edward Banks	Seaman	\$6 00	\$72 00
Robert Forsyth	Marine	3 00	36 00
John Grant	Seaman	6 00	72 00
John Hodgekins	Carpenter's mate	7 00	84 00
John Lloyd	Marine	3 00	36 00
John Mushaway	Boatswain	10 00	120 00
John Veazy	Quartergunner	4 50	54 00
MASSACHUSETTS—77.			
George Arbuckle	Seaman	3 33	40 00
Zepha Allen	Marine	4 00	48 00
Isaac Allister	Seaman	3 00	36 00
John Allison	do	6 00	72 00
Samuel Abbott	Ordinary seaman	5 00	60 00
Cotton Brown	Cook	9 00	108 00
Joseph Barrett	Quartergunner	9 00	108 00
John Bennett	Seaman	6 00	72 00
Lemuel Bryant	Ordinary seaman	8 00	96 00
John Ball	Boatswain	9 00	108 00
Nathaniel Barker	Seaman	6 00	72 00
Jacob Bull	Ordinary seaman	5 00	60 00
James Blake	do	5 00	60 00
John Clements	Seaman	6 00	72 00
Russell Coats	Quartermaster	5 00	60 00
Samuel Cotton	Marine	3 00	36 00
James Clarke	Gunner	10 00	120 00
John Caldwell	Seaman	6 00	72 00
John Chamberlain	Boatswain	8 00	96 00
Robert Cathcart	Seaman	6 00	72 00
George Cearson, <i>alias</i> Cassin	Quartermaster	5 00	60 00
Dennis Cary	Ordinary seaman	7 00	84 00
John Crosby	do	5 00	60 00
Richard Dunn	Seaman	6 00	72 00
John Davidson	Lieutenant	20 00	240 00
Wheatley Dyer	Ordinary seaman	5 00	60 00
Samuel Drinkwater	Pilot	20 00	240 00
Asa Ewell	Ordinary seaman	5 00	60 00
Ebenezer Evans	Seaman	6 00	72 00
William Edes	do	6 00	72 00
Thomas Edwards	Quartermaster	6 00	72 00
Jonathan Fellows	Boatswain's yeoman	9 00	108 00
Samuel H. Green	Quartermaster	9 00	108 00
John Geyer	Seaman	6 00	72 00
Uriah Hanscomb	Ordinary seaman	6 00	72 00
James Hatch	Quartergunner	9 00	108 00
Peter Hosier	Seaman	6 00	72 00
John Hamilton	do	6 00	72 00
William Ingersoll	Boatswain	12 00	144 00
Thomas Kowse	Quartergunner	9 00	108 00
Henry McDonough	Seaman	6 00	72 00
Andrew McCullum	Marine	8 00	96 00
Thomas McBurn	Seaman	6 00	72 00
John Mitchell	do	10 00	120 00
James Merrill	Ordinary seaman	5 00	60 00
Enoch M. Miley	Quartergunner	8 00	96 00
Peter McMahon	Ordinary seaman	4 50	54 00
John McCracken	Boatswain's mate	12 00	144 00
John Nogle, <i>alias</i> Vogle	Ordinary seaman	4 00	48 00
William Nicholls	do	5 00	60 00
Isaac Omans	Seaman	6 00	72 00
John Peterson	Ordinary seaman	5 00	60 00
Robert Poulton	do	5 00	60 00
David Quill	Quartermaster	5 00	60 00
Michael Quigly	Ordinary seaman	5 00	60 00
Nathaniel Rolfe	Seaman	6 00	72 00
John Shapely	Cook	9 00	108 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Patrick Scanton	Ordinary seaman.....	\$6 00	\$72 00
William Stewart.....	Seaman.....	4 00	48 00
William M. Spalding.....	do	6 00	72 00
Samuel Sawyer.....	do	6 00	72 00
Benjamin Stevens.....	Master's mate	10 00	120 00
Robert Sanders, <i>alias</i> Willet	Seaman.....	6 00	72 00
John Shaw.....	do	6 00	72 00
John Smith	Quartermaster	6 00	72 00
Silas Taft.....	Marine.....	3 00	36 00
William Thompson.....	Boatswain's mate	9 50	114 00
James Trumbell	Ordinary seaman.....	5 00	60 00
Seth Townsend.....	Seaman.....	6 00	72 00
Samuel Tucker.....	Captain, revolutionary war	20 00	240 00
Owen Taylor.....	Seaman.....	6 00	72 00
Samuel E. Tyler.....	do	4 00	48 00
Charles F. Waldo.....	Master's mate	10 00	120 00
Peter Woodbury.....	Quartermaster	9 00	108 00
William Wood.....	Seaman.....	6 00	72 00
William Welsh.....	do	5 00	60 00
Michael Welsh.....	Ordinary seaman.....	5 00	60 00
RHODE ISLAND—7.			
Samuel Bosworth	Seaman.....	6 00	72 00
Isaac Bassett.....	Ordinary seaman.....	5 00	60 00
George Cornell.....	Carpenter's mate.....	9 00	108 00
Andrew Mattison	Seaman.....	5 00	60 00
John Hoxie.....	do	8 50	102 00
William Payne.....	Ordinary seaman.....	5 00	60 00
Isaac Stearns.....	Private marine.....	3 00	36 00
Reuben Wright.....	Carpenter's mate.....	8 00	96 00
CONNECTICUT—6.			
Schuyler Bradley.....	Seaman.....	6 00	72 00
Nathaniel Chapman.....	Quartermaster.....	8 00	96 00
Edward Field.....	Surgeon's mate.....	10 00	120 00
William Lewis.....	Private marine.....	3 00	36 00
Richard Lee.....	Quartermaster	6 00	72 00
John Williams.....	Seaman.....	6 00	72 00
NEW YORK—144.			
George Albro.....	Quartermaster	6 00	72 00
Bernard Allen.....	Seaman.....	5 00	60 00
Jacob Albrecht.....	do	6 00	72 00
Samuel Angus.....	Captain.....	50 00	600 00
John Bernard.....	Marine.....	3 00	36 00
John Baptiste.....	Boy.....	3 00	36 00
Dominick Burns.....	Private marine.....	3 00	36 00
Peter Bernard.....	Ordinary seaman.....	4 00	48 00
John Bremen.....	Seaman.....	6 00	72 00
William Burney.....	do	6 00	72 00
Edmund Brett.....	Private marine.....	3 00	36 00
John Butler.....	Seaman.....	6 00	72 00
John Brannon.....	do	5 00	60 00
Samuel Butler.....	Quartermaster	8 00	96 00
John Blair.....	Seaman.....	5 00	60 00
Adam Brown.....	do	6 00	72 00
Jacob Booker.....	Ordinary seaman.....	5 00	60 00
James Brown.....	Boatswain's mate.....	10 00	120 00
George Burton.....	Quartermaster	4 50	54 00
Abraham Blakesley.....	Carpenter's mate.....	9 50	114 00
John Carberry.....	Cooper.....	4 50	54 00
Charles Clay.....	Seaman.....	6 00	72 00
Christian Clarke.....	do	6 00	72 00
Samuel Colston.....	do	3 00	36 00
William Cain.....	do	6 00	72 00
John Collins.....	do	6 00	72 00
Zachariah Conklin	Ordinary seaman.....	6 00	72 00
Benjamin Campbell.....	Sergeant marines.....	5 00	60 00
John Campbell.....	Boatswain.....	8 00	96 00
Thomas Crawford.....	Seaman.....	5 00	60 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Shubael Cunningham.....	Seaman.....	\$4 00	\$48 00
Francis Covenhoven.....	Ordinary seaman.....	7 50	90 00
Joseph Cotter.....	do.....	9 00	108 00
David Christie.....	Private marine.....	4 00	48 00
Jacob Dorne.....	Seaman.....	8 50	102 00
William B. Downes.....	do.....	5 00	60 00
John Dennis.....	do.....	5 00	60 00
Thomas Dailey.....	Quartermaster.....	8 00	96 00
James Davis.....	Quartermaster.....	9 00	108 00
William Davis.....	Seaman.....	6 00	72 00
Samuel Deane.....	do.....	6 00	72 00
John Dunn.....	Private marine.....	3 00	36 00
Thomas Dennis.....	Seaman.....	6 00	72 00
William Dawson.....	do.....	6 00	72 00
John Daniels.....	Quartermaster.....	9 00	108 00
John Denike.....	Seaman.....	6 00	72 00
William Fitzsimons.....	Ordinary seaman.....	7 00	84 00
John Francisco.....	Private marine.....	3 00	36 00
John Ford.....	Seaman.....	5 00	60 00
John Fallerhee.....	Landsman.....	4 00	48 00
Peter Gillen.....	do.....	5 00	60 00
Leonard Green.....	Quartermaster.....	9 00	108 00
Peter Green.....	Seaman.....	5 00	60 00
Thomas Gore.....	Ordinary seaman.....	2 50	30 00
Roswell Hale.....	do.....	5 00	60 00
William Hinds.....	Boy.....	6 00	72 00
Seth Hebbard.....	Private marine.....	3 00	36 00
William Hardingbrook.....	Seaman.....	6 00	72 00
Stephen Hammond.....	do.....	6 00	72 00
Daniel Hagenon.....	Ordinary seaman.....	5 00	60 00
George Hutton.....	Quartermaster.....	8 00	96 00
John Hyatt.....	Seaman.....	6 00	72 00
John Hadden.....	do.....	6 00	72 00
James Jackson.....	do.....	5 00	60 00
John Johnson.....	do.....	6 00	72 00
Thomas Jackson, 2d.....	Quartermaster.....	9 00	108 00
Thomas Kelly.....	Seaman.....	4 00	48 00
John Kenny.....	Quartermaster.....	4 50	54 00
James A. Lewis.....	Quartermaster.....	9 00	108 00
John Lazaro.....	Seaman.....	5 00	60 00
James Linscott.....	do.....	3 00	36 00
Timothy Lane.....	Cook.....	8 00	96 00
James McMane.....	Ordinary seaman.....	5 00	60 00
John McCracken.....	Boatswain's mate.....	12 00	144 00
Roger McGee.....	Marine.....	3 00	36 00
John Maher.....	Seaman.....	6 00	72 00
John McCarty.....	Purser's steward.....	5 00	60 00
John Melvill.....	Seaman.....	5 00	60 00
William Moran.....	do.....	6 00	72 00
James McKernan.....	do.....	6 00	72 00
Emero Males.....	Ordinary seaman.....	5 00	60 00
Samuel McIsaacs.....	Boy.....	5 00	60 00
James Moses.....	Purser's steward.....	9 00	108 00
Thomas Miller.....	Seaman.....	5 00	60 00
Enos Marks.....	Ordinary seaman.....	5 00	60 00
Jeremiah McMahon.....	do.....	5 00	60 00
Colin McLeod.....	Boatswain.....	10 00	120 00
Matthew McKenzie.....	Seaman.....	6 00	72 00
Patrick McLaughlin.....	Ordinary seaman.....	7 00	84 00
Charles Moore.....	Seaman.....	6 00	72 00
Antonio Maria.....	do.....	6 00	72 00
Joseph Marks.....	do.....	6 00	72 00
Giles Manchester.....	Ordinary seaman.....	5 00	72 00
John Mitchell.....	Seaman.....	6 00	72 00
William Nesbet.....	do.....	4 00	48 00
James Nickerson.....	do.....	6 00	72 00
Thomas Oliver.....	do.....	6 00	72 00
John Otterwell.....	Carpenter's mate.....	5 00	60 00
Cornelius O'Neal.....	Seaman.....	6 00	72 00
William Parker.....	do.....	6 00	72 00
George Pierce.....	do.....	4 00	48 00
John Peterson.....	do.....	6 00	72 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
James Peyton.....	Ordinary seaman.....	\$5 00	\$60 00
Benjamin H. Parker.....	Seaman.....	4 50	54 00
Stephen Phyfer.....	Ordinary seaman.....	7 00	84 00
John Powers.....	Marine.....	3 00	36 00
John Robinson.....	Seaman.....	6 00	72 00
William Rodgers.....	Quartergunner.....	8 00	96 00
John Reagan.....	Private marine.....	5 00	60 00
Thomas Reed.....	Seaman.....	5 00	60 00
Edmund Rowland.....	Ordinary seaman.....	4 00	48 00
Rosnante Rhodes.....	Seaman.....	6 00	72 00
James Rogers.....	Sailingmaster.....	15 00	180 00
John Ratler.....	Quartermaster.....	6 00	72 00
Edward Ross.....	Boy.....	3 00	36 00
John Smith.....	Seaman.....	6 00	72 00
John Scriver.....	do.....	5 00	60 00
George Stanley.....	Purser's steward.....	6 00	72 00
John Schrouder.....	Seaman.....	6 00	72 00
John Sniffen.....	Carpenter's mate.....	6 00	72 00
William Spratt.....	Ordinary seaman.....	4 00	48 00
Daniel Smith.....	Seaman.....	5 00	60 00
John Stone.....	do.....	6 00	72 00
Purnell Smith.....	do.....	4 00	48 00
Augustus Swartwout.....	Midshipman.....	12 00	144 00
John Smith, 3d.....	Ordinary seaman.....	5 00	60 00
William Smart.....	do.....	5 00	60 00
Peter Tinkum.....	Seaman.....	4 00	48 00
Henry Townsend.....	Ordinary seaman.....	6 00	72 00
George Thomas (black).....	Seaman.....	6 00	72 00
Isaac Vallence.....	Quartermaster.....	8 00	96 00
James Williams.....	Ordinary seaman.....	5 00	60 00
William Wells.....	Seaman.....	6 00	72 00
Charles Williams.....	Ordinary seaman.....	4 00	48 00
Solomon White.....	Seaman.....	4 00	48 00
Charles Williams, 2d.....	do.....	4 00	48 00
John Wright.....	Quartergunner.....	6 00	72 00
James Warner.....	Seaman.....	8 00	96 00
Thomas Welch.....	Quartergunner.....	12 00	144 00
John Webb.....	Seaman.....	4 00	48 00
John Wright.....	Ordinary seaman.....	5 00	60 00
John Waters.....	do.....	5 00	60 00
Thomas Woolfort.....	Seaman.....	6 00	72 00
John Wolfron.....	Quartergunner.....	9 00	108 00
NEW JERSEY—3.			
Peter Dunlevy.....	Marine.....	5 00	60 00
James Hazle.....	Seaman.....	5 00	60 00
William Robinson.....	Marine.....	6 00	72 00
PENNSYLVANIA—79.			
Alexander Adams.....	Ordinary seaman.....	3 00	36 00
George Alexander.....	Quartergunner.....	8 00	96 00
William C. Allen.....	Quartermaster.....	12 00	144 00
Nathaniel Begley.....	Quartergunner.....	9 00	108 00
Enos Bateman.....	Seaman.....	5 00	60 00
Thomas Brown.....	Private marine.....	2 00	24 00
William Baggs.....	Marine.....	3 00	36 00
John Baxter.....	Seaman.....	6 00	72 00
James Bell.....	do.....	6 00	72 00
Godfrey Bowman.....	do.....	6 00	72 00
John Cassin.....	Marine.....	3 00	36 00
John Coffin.....	Seaman.....	6 00	72 00
Henry Collins.....	do.....	6 00	72 00
Archibald Campbell.....	do.....	5 00	60 00
Patrick Cain.....	Private marine.....	6 00	72 00
Robert Carson.....	Ordinary seaman.....	5 00	60 00
Russell Crandell.....	do.....	2 50	30 00
Augustus Dundas.....	Gunner.....	10 00	120 00
William Deane.....	Seaman.....	6 00	72 00
Thomas Davis.....	do.....	5 00	60 00
William Dearing.....	do.....	6 00	72 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Henry Dugan.....	Marine.....	\$3 00	\$36 00
Stephen Elderkin.....	Seaman.....	6 00	72 00
William Evans.....	Quartermaster.....	6 00	72 00
Edmund Fitzgibbon.....	Ordinary seaman.....	4 00	48 00
Pero Fisher.....	do.....	5 00	60 00
John Fryer.....	Seaman.....	6 00	72 00
Thomas Flannigan.....	do.....	6 00	72 00
Peter Gordon.....	Quartermaster.....	9 00	108 00
Nicholas Hyberger.....	Seaman.....	6 00	72 00
George Hußsldler.....	do.....	6 00	72 00
William Holmes.....	Marine.....	3 00	36 00
John Hogerbetts.....	Prisoner.....	6 00	72 00
William Haggerty.....	Ordinary seaman.....	5 00	60 00
William Jackson.....	Seaman.....	6 00	72 00
Job Jones.....	Ordinary seaman.....	5 00	60 00
Hugh Kelly.....	Private marine.....	6 00	72 00
George Kensinger.....	Master-at-arms.....	9 00	108 00
Lawrence Kripfar.....	Private marine.....	3 00	36 00
Nicholas Klein.....	Sergeant marines.....	5 00	60 00
Michael Kitts.....	Marine.....	.....	.....
Michael Kenney.....	Ordinary seaman.....	4 00	48 00
John More.....	Seaman.....	6 00	72 00
William Mooney.....	Private marine.....	3 00	36 00
Miles Morris.....	Corporal marines.....	5 00	60 00
George McDaniel.....	Ordinary seaman.....	5 00	60 00
Michael McConomy.....	do.....	6 00	72 00
Matthias McGill.....	Seaman.....	8 00	96 00
John McMullen.....	Gunner's mate.....	9 00	108 00
Bernard McDonough.....	Private marine.....	6 00	72 00
Daniel Muncey.....	Seaman.....	8 00	96 00
William Morris.....	Ordinary seaman.....	5 00	60 00
James Mulliniffe.....	do.....	10 00	120 00
John Nugent.....	Seaman.....	6 00	72 00
Benjamin Norcross.....	Sergeant marines.....	5 00	60 00
Benjamin Newton.....	Seaman.....	6 00	72 00
William Napier.....	Corporal marines.....	4 00	48 00
John F. Noyer.....	Private marine.....	6 00	72 00
William Price.....	Seaman.....	6 00	72 00
John Pasco.....	do.....	6 00	72 00
John Pitt.....	do.....	6 00	72 00
Peter Quantin.....	Ordinary seaman.....	5 00	60 00
John Romeo.....	do.....	5 00	60 00
John Roberts.....	Gunner's yeoman.....	9 00	108 00
Eli Stewart.....	Sailingmaster's mate.....	7 00	84 00
Joseph Smith.....	Marine.....	4 00	48 00
William Smith, 6th.....	Seaman.....	8 00	96 00
David Thomas.....	Private marine.....	3 00	36 00
Philip Tully.....	Seaman.....	6 00	72 00
John B. Truman.....	Ordinary seaman.....	5 00	60 00
Richard Webb.....	do.....	5 00	60 00
James White.....	Gunner's mate.....	9 00	108 00
Peter Whelan.....	Marine.....	3 00	36 00
John Walter.....	Seaman.....	4 00	48 00
James Wilson.....	Quartermaster.....	10 00	120 00
John Wilson.....	Seaman.....	6 00	72 00
Samuel Williamson.....	Quartermaster.....	6 00	72 00
William S. Welsh.....	Seaman.....	6 00	72 00
John Young.....	Quartermaster.....	9 00	108 00
DELAWARE—2.			
Richard Gilbody.....	Ordinary seaman.....	4 00	48 00
William Wicks.....	do.....	4 00	48 00
MARYLAND—49.			
Alexander Ardrey.....	Seaman.....	6 00	72 00
James Allcorn.....	Sailingmaster.....	30 00	360 00
James Brown.....	Seaman.....	8 00	96 00
Andrew Beard.....	do.....	6 00	72 00
John Burdeen.....	do.....	6 00	72 00
Edward Burke (black).....	do.....	4 00	48 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Thomas Burr	Ordinary seaman	\$6 00	\$72 00
William Carter	Master's mate	8 00	96 00
John Cole	Quartermaster	9 00	108 00
George Combs	Seaman	8 00	96 00
Enos R. Childs	Midshipman	9 00	108 00
John Diragan	Seaman	5 00	60 00
Matthias Douglass	Ordinary seaman	10 00	120 00
John Denney	Seaman	6 00	72 00
Owen Deddolph	Gunner	5 00	60 00
John Duncan	Carpenter's mate	4 00	48 00
Francis Elliot	do	6 00	72 00
Daniel Fullen	Ordinary seaman	7 00	84 00
Cornelius Garrison	Seaman	6 00	72 00
William Gillen	do	6 00	72 00
Peter Goshelle	do	10 00	120 00
John Gregory	Boy	4 00	48 00
George Gallagher	Ordinary seaman	5 00	60 00
Jerry Gardner	do	5 00	60 00
William Goodshall	Seaman	6 00	72 00
John Henry	Ordinary seaman	6 00	72 00
Isaac T. Heartlie	Acting sailingmaster	20 00	240 00
Nicholas Igerbretson	Seaman	6 00	72 00
Edward Murray	Sergeant marines	4 50	54 00
Francis Mason	Quartermaster	9 00	108 00
Hamlet Moore	Ordinary seaman	5 00	60 00
John McMasters	Private marine	3 00	36 00
Isaac Nicholson	Cook	9 00	108 00
John Patterson	Seaman	10 00	120 00
Charles Pasture	Ordinary seaman	5 00	60 00
Neal Patterson	Seaman	8 00	96 00
John Randall	Marine	3 00	36 00
Thomas Smith	Boatswain	10 00	120 00
William Stockdale	Marine	6 00	72 00
James Stewart	Seaman	6 00	72 00
Horatio Salter	Boy	4 00	48 00
Thomas Scott	Ordinary seaman	5 00	60 00
Francis Trepanny	Seaman	6 00	72 00
Peter Thompson	do	6 00	72 00
Benjamin Underwood	Ordinary seaman	5 00	60 00
James Wells	Seaman	9 00	108 00
David Wilson (black)	do	6 00	72 00
George Williams	do	9 00	108 00
Peter Young	Quartermaster	6 00	72 00
VIRGINIA—19.			
Obadiah Brown	Seaman	5 00	60 00
Lawrence Bishee	Quartermaster	4 00	48 00
Jotham Briggs	do	12 00	144 00
John Brown	Seaman	6 00	72 00
Lawrence Barsayline	Ordinary seaman	5 00	60 00
John Bruce	Quartermaster	9 00	108 00
James Cornyn	Seaman	6 00	72 00
William Howell	do	5 00	60 00
Anson Harvey	Ordinary seaman	5 00	60 00
Francis Harvie	Master-at-arms	6 00	72 00
John Harris	Quartermaster	9 00	108 00
James Jeffers	Ordinary seaman	6 00	72 00
Obadiah Johnson	Seaman	6 00	72 00
Swain Johnson	do	6 00	72 00
James H. Lausford	do	4 00	48 00
John Miller	do	9 00	108 00
Matthew McMurray	do	6 00	72 00
James Perry	Ship's corporal	9 00	108 00
Joseph Ward	Seaman	6 00	72 00
DISTRICT OF COLUMBIA—24.			
William Baker	Ordinary seaman	6 00	72 00
John Butler (black)	Seaman	5 00	60 00
John Brumley	do	6 00	72 00
Amasa Conner, <i>alias</i> Corner	do	6 00	72 00

A.—List of naval pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Michael Conner	Marine	\$3 00	\$36 00
Andrew Chambers	do	5 00	60 00
Patrick Fitzpatrick	Pilot	10 00	120 00
John Gibson	Private marine	3 00	36 00
Simeon Hillman	Ordinary seaman	4 00	48 00
John Hawkins	Private marine	3 00	36 00
Francis Hayre	Master-at-arms	6 00	72 00
Benjamin Hendricks	Cook	6 00	72 00
William McMullen	Marine	3 00	36 00
John Miller	Seaman	9 00	108 00
William Perry	do	6 00	72 00
John Read	Private marine	3 00	36 00
Barwell S. Randolph	Midshipman	6 00	72 00
Richard S. Suter	do	9 50	114 00
John Shanamen	Seaman	6 00	72 00
William Staunton	Quartergunner	9 00	108 00
John Shinney	Private marine	3 00	36 00
James Tull	Sergeant of marines	5 00	60 00
George Williams	Seaman	9 00	108 00
Charles Young	Marine	3 00	36 00
NORTH CAROLINA—2.			
Thomas Owings	Quartermaster	8 00	96 00
John Thompson	Seaman	6 00	72 00
SOUTH CAROLINA—4.			
John J. Hardy	Seaman	6 00	72 00
Peter J. R. Staunton	Carpenter's yeoman	6 00	72 00
Charles Sheeter	Boatswain's mate	6 00	72 00
William Thompson	Seaman	7 50	90 00
GEORGIA—1.			
James Dennis	Marine	3 00	36 00
OHIO—1.			
John Meigs	Seaman	10 00	120 00
LOUISIANA—3.			
Robert Spedden	Lieutenant	20 00	240 00
William Whitney	Seaman	8 00	96 00
William Wagner	Quartergunner	9 00	108 00

Recapitulation.

Number of pensioners in New Hampshire	7
Number of pensioners in Massachusetts	77
Number of pensioners in Rhode Island	8
Number of pensioners in Connecticut	6
Number of pensioners in New York	144
Number of pensioners in New Jersey	3
Number of pensioners in Pennsylvania	79
Number of pensioners in Delaware	2
Number of pensioners in District of Columbia	49
Number of pensioners in Maryland	19
Number of pensioners in Virginia	24
Number of pensioners in North Carolina	2
Number of pensioners in South Carolina	4
Number of pensioners in Georgia	1
Number of pensioners in Ohio	1
Number of pensioners in Louisiana	3

List of widow and orphan pensioners on the 1st January, 1829.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
NEW HAMPSHIRE—4.			
Mercy G. Christopher's child.....	Seaman	\$6 00	\$72 00
Abigail Fernald	do	6 00	72 00
Lucy Perkins' children.....	Ordinary seaman.....	5 00	60 00
Lucy Flagg.....	Gunner	10 00	120 00
MASSACHUSETTS—37.			
Sally Annis.....	Seaman	6 00	72 00
Sarah Atkins.....	do	6 00	72 00
Hannah Adams.....	do	6 00	72 00
Sally Bates.....	do	6 00	72 00
Hannah S. Barrett.....	Quartermaster	9 00	108 00
Mary P. Bartlett.....	Boatswain's mate.....	9 00	108 00
Sarah Brimblecomb's children.....	Seaman	6 00	72 00
Abigail Cowell.....	Sailingmaster.....	20 00	240 00
Mary Cheever, for loss two sons.....	8 33 $\frac{1}{3}$	100 00	
Susannah Cutchett	Seaman	6 00	72 00
Harriet Carter.....	Lieutenant	20 00	240 00
Rebecca Day.....	Marine.....	3 00	36 00
Mary Ford.....	Carpenter's mate.....	9 00	108 00
Martha Flanders.....	Quartermaster	9 00	108 00
Sally Harvey.....	Seaman	6 00	72 00
Hannah Hazen.....	do	6 00	72 00
Mary Hackleton.....	do	6 00	72 00
Abigail Jones.....	Cook	9 00	108 00
Nancy Lancy.....	Ordinary seaman.....	5 00	60 00
Hannah Lowther's heirs.....	Seaman	6 00	72 00
Ann G. McCulloh.....	Sailingmaster	20 00	240 00
Elizabeth Martin.....	Boatswain.....	10 00	120 00
Elizabeth Manly.....	Quartermaster	9 00	108 00
Jane Moulton.....	Seaman	6 00	72 00
Ann Martin.....	Quartermaster	9 00	108 00
Judetha Mullen's children.....	do	9 00	108 00
Elizabeth McKim.....	Sergeant marines.....	5 00	60 00
Eliza S. Nickerson.....	Seaman	6 00	72 00
Nabby Phippen.....	Coxswain	9 00	108 00
Eliza Parker.....	Captain.....	30 00	360 00
Charlotte Passenger.....	Seaman	6 00	72 00
Nancy Patch.....	do	6 00	72 00
Nancy Riggs.....	do	6 00	72 00
Nancy Simmonds.....	do	6 00	72 00
Mary Stone.....	do	6 00	72 00
Mary Trainer.....	Marine.....	3 00	36 00
Hannah Webb.....	Seaman	6 00	72 00
Margaret Wyer.....	Sailmaker.....	10 00	120 00
Abigail Young.....	Seaman	6 00	72 00
RHODE ISLAND—1.			
Hannah Williams	Seaman	6 00	72 00
CONNECTICUT—2.			
Nancy Brice.....	Seaman	6 00	72 00
Elizabeth Joselyn.....	Carpenter's mate.....	9 50	114 00
NEW YORK—37.			
Mary Allen, <i>alias</i> Goodman	Seaman	6 00	72 00
Betsey Blossom.....	Carpenter's mate.....	9 50	114 00
Eliza Baldwin.....	Captain's clerk.....	12 50	150 00
Belinda Bowie.....	Sailingmaster	20 00	240 00
Susannah Brum.....	do	20 00	240 00
Catharine Badger.....	Gunner's mate.....	9 50	114 00
Sarah Carr.....	Sailingmaster	20 00	240 00
Margaret Cummings.....	Seaman	6 00	72 00
Dorothy Cooper.....	do	6 00	72 00
Elizabeth Cunningham.....	Gunner	10 00	120 00
Eliza Cooper.....	Corporal of marines.....	4 50	54 00
Mary Davis.....	Quartermaster	9 00	108 00

A.—List of naval pensioners—Continued.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
Ellen Dix.....	Surgeon.....	\$25 00	\$300 00
Penelope Denny.....	Quartergunner.....	9 00	108 00
Charlotte Davis.....	Seaman.....	6 00	72 00
Catharine Fury.....	Steward.....	9 00	108 00
Mary Griffin.....	Surgeon.....	25 00	300 00
Phoebe Hammersley.....	Lieutenant.....	20 00	240 00
Susannah Longill.....	Boatswain.....	10 00	120 00
Julia M. Lawrence.....	Captain.....	50 00	600 00
Mary Lewis.....	Marine.....	3 00	36 00
Margaret Nevarro.....	Sailmaker.....	10 00	120 00
Susannah L. Osgood.....	Sailingmaster.....	20 00	240 00
Mary Olcott.....	Steward.....	9 00	108 00
Sarah Place's children.....	Ordinary seaman.....	5 00	60 00
Margaret Purcells.....	Sailmaker.....	10 00	120 00
Catharine Rasmussen.....	Pilot.....	20 00	240 00
Phoebe Reynolds.....	Boatswain.....	10 00	120 00
Sarah Sisson's daughter.....	Sailingmaster.....	20 00	240 00
Sarah Smith.....	Boatswain's mate.....	9 50	114 00
Elizabeth Shubrick.....	Lieutenant.....	20 00	240 00
Eleanor Smart.....	Seaman.....	6 00	72 00
Mary Ann Springer.....	Lieutenant.....	20 00	240 00
Mary Smith.....	Ordinary seaman.....	5 00	60 00
Sarah Town.....	Marine.....	3 00	36 00
Charlotte Wares.....	Commander in flotilla.....	20 00	240 00
Marvel Wilcox.....	Carpenter's mate.....	9 50	114 00
PENNSYLVANIA—22.			
Margaret Arundel.....	Sailingmaster.....	20 00	240 00
Hannah Archbold.....	Ordinary seaman.....	5 00	60 00
Mary Archbold.....	do.....	5 00	60 00
Ann Brown's child.....	Seaman.....	6 00	72 00
Jane A. Blakely's daughter.....	Captain.....	50 00	600 00
Nancy Carlisle's children.....	Marine.....	3 00	36 00
Anne Maria Clunet.....	Sergeant of marines.....	4 50	54 00
Mary Ann Hill.....	Quartergunner.....	9 00	108 00
Sarah Hill's children.....	Ordinary seaman.....	5 00	60 00
Diana Hardy.....	do.....	5 00	60 00
Mary Hadding.....	Quartermaster.....	9 00	108 00
Maria T. Johnson.....	Carpenter's mate.....	9 50	114 00
Jane Logue's children.....	Marine.....	3 00	36 00
Susannah Lippincott.....	Ordinary seaman.....	5 00	60 00
Sarah Matthews.....	Quartergunner.....	9 00	108 00
Eleanor Monroe's child.....	Seaman.....	6 00	72 00
Anne Midden.....	Master's mate.....	10 00	120 00
Martha Rose.....	Seaman.....	6 00	72 00
Margaret Knight's child.....	Ordinary seaman.....	5 00	60 00
Elizabeth Tromp.....	Marine.....	3 00	36 00
Lydia Van Horn.....	do.....	3 00	36 00
Mary Wine's child.....	Seaman.....	6 00	72 00
MARYLAND—12.			
Mary Allinson.....	Master's mate.....	10 00	120 00
Harriet Barney.....	Captain.....	50 00	600 00
Lavinia M. Edgar.....	Surgeon.....	25 00	300 00
Ruth Gilbert.....	Seaman.....	6 00	72 00
Sophia Gardner.....	Master commandant.....	30 00	360 00
Eliza Grayson.....	Captain marines.....	20 00	240 00
Sarah Hopkins.....	Seaman.....	6 00	72 00
Elizabeth Marshall.....	Quartergunner.....	9 00	108 00
Elizabeth Trapnell.....	Marine.....	3 00	36 00
Mary Van Blake.....	Gunner.....	10 00	120 00
Susannah Wedge.....	Marine.....	9 00	108 00
Margaret Warner.....	Sailingmaster.....	20 00	240 00
DISTRICT OF COLUMBIA—14.			
Ellen Beeve's child.....	Boatswain.....	10 00	120 00
Eliza Cassin.....	Purser.....	20 00	240 00
Sophia A. Grenelle.....	Sailingmaster.....	20 00	240 00
Frances W. C. Gamble.....	Lieutenant.....	20 00	240 00

A.—List of naval pensioners—Continued.

Names.	Rank of the deceased.	Monthly pensions.	Annual pensions.
Susan Hook's daughter	Corporal marines.....	\$4 00	\$48 00
Eliza Hall.....	Sailingmaster.....	20 00	240 00
Susan Haraden	Master commandant	30 00	360 00
Mary E. Martin.....	Ordinary seaman.....	5 00	60 00
Eliza Maury.....	Lieutenant	20 00	240 00
Charity Nicholson.....	Carpenter	10 00	120 00
Eliza L. Pearce.....	Lieutenant	20 00	240 00
Eleanor J. Snow.....	Seaman.....	6 00	72 00
Isabella R. Searcy	Lieutenant	20 00	240 00
Eliza Tarbell	Captain	50 00	600 00
VIRGINIA—5.			
Eliza W. Cocke.....	Lieutenant	20 00	240 00
Ann Hardin.....	Seaman	6 00	72 00
Frances M. Lewis	Master commandant	30 00	360 00
Mary Neal	Lieutenant	20 00	240 00
Harriet H. Sanders	do	20 00	240 00
NORTH CAROLINA—1.			
Ann D. Collins' heirs	Carpenter's mate.....	9 00	108 00
SOUTH CAROLINA—1.			
Mary R. Hatch	Pilot	20 00	240 00
GEORGIA—2.			
Harriet Ann Elbert.....	Lieutenant	20 00	240 00
Maria C. Madison	do	20 00	240 00
KENTUCKY—1.			
Charlotte A. Holcombe's child	Seaman.....	6 00	72 00

Recapitulation.—Widow and orphan pensioners in the State of—

New Hampshire	4
Massachusetts	39
Rhode Island.....	1
Connecticut	2
New York.....	37
Pennsylvania	22
Maryland	12
District of Columbia.....	14
Virginia	5
North Carolina	1
South Carolina	1
Georgia	2
Kentucky	1

B.

Abstract of warrants drawn by the Secretary of the Navy on the Treasurer of the United States, on account of the navy pension fund, from the 1st January to the 31st December, 1828.

Date.	No.	In whose favor drawn.	Amount.
Feb. 28	347	Michael Kenney, ordinary seaman, his pension from August 1, 1818, to December 31, 1827.....	\$452 00
June 20....	348	The president of United States Branch Bank, Portsmouth, N. H., to pay pensioners	200 00
	349	The president of United States Branch Bank, Boston, to pay pensioners	3,000 00
	350	The president of United States Branch Bank, New York, to pay pensioners	6,000 00
	351	The president of United States Branch Bank, Philadelphia, to pay pensioners	2,000 00
	352	The president of United States Branch Bank, Hartford, Conn., to pay pensioners	200 00
	353	The president of United States Branch Bank, Providence, R. I., to pay pensioners	400 00
	354	The president of United States Branch Bank, Baltimore, to pay pensioners	3,500 00
	355	The president of United States Branch Bank, Norfolk, Va., to pay pensioners	1,000 00
	356	The president of United States Branch Bank, Charleston, S. C., to pay pensioners.....	200 00
	357	The president of United States Branch Bank, Savannah, Georgia, to pay pensioners.....	120 00
	358	The president of United States Branch Bank, New Orleans, La., to pay pensioners.....	350 00
June 23....	359	George Macdaniel, agent, District of Columbia, to pay pensioners ..	2,075 00
Nov. 7.....	360	John Boyle, depositor for United States stock.....	7,500 00
Dec. 19	361	George Macdaniel, agent, District of Columbia, to pay pensioners ..	804 00
	362	The president of United States Branch Bank, Portsmouth, N. H., to pay pensioners.....	250 00
	363	The president of United States Branch Bank, Boston, to pay pensioners	3,000 00
	364	The president of United States Branch Bank, New York, to pay pensioners	4,000 00
	365	The president of United States Branch Bank, Philadelphia, to pay pensioners	2,500 00
	366	The president of United States Branch Bank, Hartford, Conn., to pay pensioners.....	250 00
	367	The president of United States Branch Bank, Providence, R. I., to pay pensioners.....	250 00
	368	The president of United States Branch Bank, Baltimore, to pay pensioners	2,500 00
	369	The president of United States Branch Bank, Norfolk, to pay pensioners	700 00
	370	The president of United States Branch Bank, Charleston, S. C., to pay pensioners.....	200 00
	371	The president of United States Branch Bank, Savannah, Georgia, to pay pensioners.....	120 00
	372	The president of the Cumberland Bank, at Portland, Maine, to pay pensioners	450 00
	373	The president Farmers' Bank, of Delaware, New Castle, to pay pensioners	90 00
	374	George Macdaniel, agent, District of Columbia, to pay pensioners ..	1,850 00
	375	Wm. Clark, Treasurer U. S., as agent P. P. fund	3,500 00
			\$47,461 00

(Signed)

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January, 1829.*

C.

Statement of the stocks on the books of the Treasury, to the credit of the Secretary of the Navy, the Secretary of the Treasury and the Secretary of War, for the time being commissioners of the navy pension fund, with the interest which accrued during the year 1828.

Stocks.	Principal.	Commencement of interest	Interest for the year 1828.	Unredeemed principal, Dec. 31, 1828.
Three per cent. stock.....	\$50,895 93	January 1, 1828..	\$1,526 88	\$50,895 93
Six per cent. stock of 1814, \$10,000,000 loan	281,384 72	January 1, 1828..	8,663 11	6,078 23
Six per cent. stock of 1814, \$10,000,000 loan	4,346 45	April 1, 1828..		
Six per cent. stock of 1814, \$10,000,000 loan	1,731 78	October 1, 1828..		
Six per cent. stock of 1814, \$6,000,000 loan	245,263 92	January 1, 1828..	14,760 54	246,257 27
Six per cent. stock of 1814, \$6,000,000 loan	993 35	April 1, 1828..		
Six per cent. stock of 1815	46,020 92	January 1, 1828..	2,846 65	51,714 88
Six per cent. stock of 1815	5,693 96	October 1, 1828..		
Six per cent. stock of 1820	19,444 44	January 1, 1828..	972 20	19,444 44
Five per cent. stock of 1821	15,000 00	January 1, 1828..	750 00	15,000 00
Exchanged four and a half per cent. stock of 1824.....	29,946 74	January 1, 1828..	1,347 60	29,946 74
Funded four and a half per cent. stock of 1824.....	188,708 04	January 1, 1828..	8,491 84	188,708 04
Exchanged four and a half per cent. stock of 1825	4,637 00	January 1, 1828..	208 64	4,637 00
Six per cent. stock of 1814.....	350 43	January 1, 1828..	21 00	350 43
	\$894,417 68	.....	\$39,588 46	\$613,032 96

Unredeemed amount on January 1, 1828, per statement L of the last report..... \$881,652 14
Add stock since purchased, viz:

Six per cent. stock of 1814, \$10,000,000 loan	\$6,078 23	
Six per cent. stock of 1814, \$6,000,000 loan	993 35	
Six per cent. stock of 1815	5,693 96	
		12,765 54

Deduct six per cent. stock of 1814, \$10,000,000 loan, which became payable July 1, 1828,
\$894,417 68
281,384 72

Unredeemed amount, December 31, 1828, as above \$613,032 96

JOSEPH NOURSE, *Register.*

TREASURY DEPARTMENT, *Register's Office, January 23, 1829.*

D.

Statement of bank stocks belonging to the navy pension fund.

	Nominal am't.	Amount of cost.	Dividend for the year 1828.
Eight hundred and ninety shares Columbian Bank	\$89,000 00	\$95,902 00	
Ninety short shares Columbian Bank	3,600 00	3,600 00	
Seven hundred shares Bank of Washington.....	14,000 00	14,260 00	\$840 00
Six hundred shares Union Bank.....	15,000 00	15,340 00	750 00
	\$121,600 00	\$129,103 00	\$1,590 00

(Signed)

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 26, 1829.*

20TH CONGRESS.]

No. 381.

[2d Session.]

ON THE EXPEDIENCY OF MAKING AN APPROPRIATION TO THE NAVAL HOSPITAL FUND
OF THE AMOUNT DUE FROM THE UNITED STATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 31, 1829.

Mr. MILLER, from the Committee on Naval Affairs, who were directed by a resolution of the House, of December 17, 1828, to inquire into the expediency of making an appropriation in favor of the navy hospital fund of the amount due to the said fund from the Treasury of the United States, for the purpose of effecting the objects contemplated by the act establishing navy hospitals, reported:

That they have considered the subject; and annexed to this report are papers containing information from the Navy Department relating to it.

The "marine hospital fund" was instituted by the "act for the relief of sick and disabled seamen," passed July 16, 1798. It directed a deduction of twenty cents per month from the *wages* of seamen on board the ships and vessels of the United States, to be employed, under the direction of the President of the United States, *for the relief of sick and disabled seamen, and, if sufficient, for the erection of hospitals for their accommodation.* By the second section of the act of March 2, 1799, the Secretary of the Navy is authorized to *deduct twenty cents per month from the pay of every officer, seaman, and marine, for the use of the marine hospital fund; and by the third section of the said act, they are entitled to receive the same benefits from the funds as were provided for sick and disabled seamen of the merchant vessels.*

The act of February 26, 1811, established the "navy hospital fund," and placed it under the direction of commissioners to provide sites and erect navy hospitals, and *at one of the establishments to provide a permanent asylum for disabled and decrepid naval officers, seamen and marines.* The contributions for this fund are directed to be fifty thousand dollars, appropriated out of the balance of the marine hospital fund, of which there was then paid only \$3,782.86; the residue having been expended by the United States, without ever having relieved any officer, seaman, or marine by any part of it. The residue of the said \$50,000, viz: \$46,217.14, has since been appropriated to the navy hospital fund, by the act of May 24, 1828. The other contributions to this fund were *the twenty cents per month to be deducted from the wages of the officers, seamen, and marines, any pension chargeable on the navy pension fund of a person maintained in the hospital, and the fines imposed on officers, seamen, and marines.*

This brief history of the fund is given to prove that, with the exception of the two last-mentioned sources of revenue, *the entire moneys of the fund are the private property of the officers, seamen, and marines, earned by them on a contract with the United States, and paid by them into the public treasury, to be applied for the sole and exclusive benefit of the donors and actual founders of this sacred charity.*

In the case of a corporation, the right of visitation would belong to the "officers, seamen, and marines;" and at its dissolution the property would revert to their legal representatives. In *this case*, the United States are only trustees, whose duty is so much the more sacred, as it rests upon the *inviolability of the public faith.* The principal of the money must, by all the moral force of the strongest obligations of the United States, be applied to the purposes declared by the act of February 16, 1811; and if the United States has had the use of any part of the money, the interest, in the opinion of the committee, is a debt due from the United States, secured by the public faith; and the committee will not believe that the United States can, in a trust of this sacred and inviolable nature, refuse to pay interest in a case where equity would decree it against an individual.

The inquiry then is, what has been realized from this fund; how has it been expended; what is in equity due to the fund; and what will be the consequence of withholding the appropriation requisite for the progress of those works of patriotic benevolence?

Including the \$3,792.86, paid by the marine hospital fund, the \$46,217.14 cents, appropriated by the act of May 24, 1828, and \$415.58, the rent of the hospital estate at Chelsea, Massachusetts, the whole amount of money which has been carried to the navy hospital fund, is, ... \$328,597 93

There has been expended prior to October, 1811.....	\$10,652 85
Since that time, in purchasing land and the erection of buildings at Philadelphia	162,136 82
At Norfolk.....	121,200 00
At Chelsea and Brooklyn.....	30,140 23
Contingents.....	1,180 49

\$325,310 39

Remaining \$3,287 54

Looking only to the *private contributions* of the officers, seamen, and marines, it is believed that the claims of the fund against the United States may be thus stated:

1. The principal moneys deducted from the pay of the officers, seamen, and marines, before the passage of the act of February 16, 1811, over and above the \$50,000 directed by that act to be paid, and which the United States has continued to use, is	\$57,762 80
2. Interest on that sum from February, 1811, to February, 1829, eighteen years.....	62,383 82
3. Interest on \$46,217.14, from February 26, 1811, to May 24, 1828, when it was appropriated	47,612 75

Making a balance of \$167,759 37

For the appropriation of which sum, a bill is herewith reported.

This claim is rested by the committee upon the facts, apparent from the law itself, that the principal claimed is the private property of the officers, seamen, and marines, to be applied for their sole use and

benefit; and that either the United States had applied the same to some other use than that contemplated by the founders of this charity, and declared in the act creating it; or, since February 16, 1811, when the account of it should have been taken, the United States has kept and retained the money to their own use, and should, therefore, pay the interest thereon. It would be but justice, scarcely rising to the liberal, to pay also to the fund the interest, which before February 16, 1811, had accrued on the moneys paid into the Treasury by the *twenty cent* monthly contributions of the officers, seamen, and marines; and the only reason why the committee do not provide for the payment of it at this time, is the apprehension that doubts might arise whether the moneys previous to that time had been actually used by the United States for other purposes. They have, therefore, only provided for that part of the claim as to which they believe there can be no doubt.

Founding his conjecture upon the past, the Secretary of the Navy estimates the probable income of the fund at between fifteen and twenty thousand dollars a year, for some time to come. The Department is not able, at this time, to state what sums will be required for the hospitals during the present year; still, when the sums already expended are recollected, and when it is understood by his estimates, that to complete the buildings, walls, fences, &c., &c., at Philadelphia, \$75,000 will be required, and at Norfolk \$50,000, it cannot be doubted but that a large sum will be necessary to carry on those several works with that advance towards completion which is necessary to avoid great and destructive waste and decay; and that the whole amount due from the United States to the fund, as well as that which will accrue for some years to come, will be required to complete the buildings already commenced, as well as those contemplated to be erected at those other places where sites have been already purchased. The appropriation, therefore, of the money now proposed will be a mere act of justice to the donors and founders of these hospitals; it will be a payment of a debt long withheld, but paid at a time when it is much needed, and will prove most serviceable.

These reasons, which the committee consider as addressed to the justice of the United States, may be applied most strongly to her interest. In some respects, the course of future events can scarcely be doubted. If our country avoids the calamities of war, it must be because she shall appear, and really be, ready to prosecute it with vigor and success. Our collisions, like our commerce, must be on the ocean; there, also, must be our power to resist oppression and punish injustice. Artists and funds will supply most gallant ships; liberal pay, the rewards in a share of prizes, the honors and respects of office, a love of glory and desire of service to their country, will gather round you flag officers of the greatest worth, patriotism, bravery, and skill, desirous of emulating the glorious achievements of those by whom that flag has been consecrated to victory. But your seamen—they who man your ships, sustain your flag, your honor, your glory, and your interests—what shall reward them? their pay comparatively small, their devotion constant, leading a life which scarce allows them a home, they have little opportunity to provide for sickness or old age; while the duties they perform in sickly climates, amidst storms, in the perils of battle, all expose them to loss of limbs and health, and to premature old age. Any pension which the government can grant will scarcely sustain them in sickness and the tedious decrepitude of old age. Hence it is that a naval hospital is so strongly desired by the seaman. However regardless he may be of toil and danger, he is mindful of this; he looks to it as a home in sickness, infirmity, or old age. To him it is the asylum where he would spend his last days in peace and in hope, surrounded by, and associated with, the companions of his former glory. To the naval service of every other country they have been found indispensable. It is here only, where seamen are free and patriotic, that enlistments can be made without such inducements. If, therefore, the United States owed nothing, as she owes these asylums much; if she only looks to them as the home of her gallant seamen; if she regard the greater ease of enlistment by reason of this humane provision, the committee are of opinion that the appropriation now recommended should be made. To refuse it, the committee believe, would cause great waste and dilapidation in the edifices now erecting, deprive our seamen of a most comfortable hope, and work a serious injury to the naval service.

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs*, December 18, 1828.

Sir: The House have directed the committee, by a resolution of the 17th instant, to inquire into the expediency of making an appropriation to the navy hospital fund of all money that may be due to the said fund from the Treasury of the United States.

The committee direct me to inquire of your Department what amount of moneys has, and which ought to have been carried to the said fund? what amount of the said moneys has been received and expended by the commissioners, and where expended? any balance of such moneys in the hands of the commissioners; and especially what amount of moneys is now due to the said fund, from what source they have accrued, and for what cause withheld?

With esteem and respect, I am, sir, your humble servant,

MICHAEL HOFFMAN.

HOB. SAMUEL L. SOUTHARD, *Secretary of the Navy*.

NAVY DEPARTMENT, *January 22, 1829.*

Sir: It is proper that I again remind you of the cause which furnishes an apology for the delay in answering your letter on the subject of the hospital fund.

In reference to the whole subject, I beg leave to refer you to the report of the commissioners of the fund to the House of Representatives, of the 15th of January, 1827. It is not supposed necessary to repeat the facts and views contained in that document.

I understand you to inquire:

1. What sums the commissioners have received?

2. What they have expended, and where?

3. What sums have accrued to the fund which ought to have been carried to it, and have not been, but have been otherwise expended?

1. The whole sum which has been credited to the fund, from its establishment, in July, 1798, to 30th September, 1828, is \$328,597.93. This sum embraces the special appropriation in May last, of \$46,217.14, and the rent which has accrued from the hospital estate in Chelsea, Mass.

2. There had been expended prior to October, 1821.....	\$10,652 85
Since that time, in purchasing lands, erecting buildings, &c., at Philadelphia.....	162,136 82
In purchasing lands, erecting buildings, &c., at Norfolk	121,200 00
In purchasing lands, erecting buildings, &c., at Brooklyn and Chelsea	30,140 23
Contingencies incident to the management of the fund, and the repayments to deserters...	1,180 49

In all	\$325,310 39
Leaving a balance in the hands of the commissioners, on the 20th December, 1828, of.....	3,287 54

By these expenditures, lands enough have been procured for hospital establishments at all the stations where they will be required, except at Pensacola. At that place it may not be necessary to purchase any land; if it should become so, it can be procured for less than three thousand dollars.

3. I consider due to the fund from the government all such sums as have been regularly deducted from the pay of the officers, &c., under the law; but which, by not being carried to the fund, have been used by the government for other objects.

By the law of February, 1811, \$50,000 was directed to be paid to the fund, out of the unexpended balance of the marine hospital fund; only \$3,782.86 was paid, leaving due, \$46,217.14. This sum was, by this law, then declared to be due. If paid, it would have been expended in buildings, or brought an interest. The government did not pay it, but kept it from those whom they admitted were entitled to it. The interest, on every principle of justice, is therefore due to the fund, and would now amount to \$47,612.75.

But this law itself was an unjust exercise of power. It did not give all that was due. There was then much more than \$50,000 owing to the fund: much more than that sum had been deducted from the pay of the officers, &c., and they had derived no benefit from the marine hospital fund, in which it had been placed. It is not believed that one man had ever received advantage from that fund; and Congress ought to have given the whole that had been deducted from the pay of the officers, &c., of the navy. What that precise sum was, cannot now be very accurately ascertained, because the muster rolls and papers which show the numbers in service, and of course the number from whose pay the deductions were made, between 1799 and 1811, were burned by the enemy in 1814. The estimates are our most certain guides; but they do not show the whole numbers, for in several of those years, additions were made to our force after the estimates of the year were prepared. Such was the case by the law of 3d March, 1807, by which 500 seamen, &c., were added. But, taking the estimate as the guide, between September, 1799, and February, 1811, it will be found, by adding them up, that there were, of officers, seamen, and marines, in the service during that time, 44,887; the proceeds from whose pay, in favor of the fund, would have been \$107,762.80; which is \$57,762.80 more than the \$50,000 allowed by law. To this sum of \$57,762.80, the fund was as much entitled as it was to the \$50,000. But it was not only entitled to the principal sum, but to interest; for the money had been kept from the use of those whose property it was, and had been expended by the government on other objects. Allowing, then, a year to elapse on each sum deducted, you will find, by calculating it, that there was due of interest, at the time of passing the law, \$27,572.76.

I would state the claim of the fund against the government to be equitably and justly as follows:

The sum of principal due when the law of 1811 passed, beyond that allowed by law.....	\$57,762 80
Interest due at that day	27,572 76
Interest from 26th February, 1811, to 26th February, 1829, 18 years, on \$57,762.80.....	62,403 50
Interest on \$46,217.14, from 26th February, 1811, when it was admitted to be due, to May, 1828, when it was paid, 17 years 3 months	47,612 75
Amount	\$195,351 81

I make no hesitation in adding the interest, because,

1. The government kept and *used the money*, to which it had no possible right. It belonged to the officers, seamen, and marines, from whom it was taken by the power of the law, and who were deprived of its use. The government surely does not need, nor can it wish to receive, a charitable donation of the use of money from a band of poor seamen and marines. It will pay them their due, to the uttermost farthing.

2. This is a charitable or benevolent fund, which the government has undertaken to create and to manage. It will not take advantage of its own power, to lessen and destroy such a fund.

In addition, I beg leave to add, that the government has never given a cent to create hospital establishments for the navy. In no other country, and under no other civilized government, is this the fact. The nation owes it to its own character and reputation, to aid this fund by an appropriation from the treasury—an appropriation which ought to be rendered liberal by the great and good object for which it is made.

I have the honor to be, very respectfully, sir, your obedient servant,

SAMUEL L. SOUTHARD.

HON. M. HOFFMAN, *Chairman Navy Committee, House of Representatives.*

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs, January 26, 1829.*

SIR: The Committee on Naval Affairs directed me to inquire of you what sum of money will, in the opinion of your Department, be necessary to be expended in the construction of the naval hospitals for the current year, and the share deemed proper to be expended at each station? what delay will be occasioned by relying entirely on the current income of the fund? and what will be the probable inju-

ries from such delay? The probable expense of completing these hospitals may be convenient to satisfy inquiries.

Soliciting an answer as soon as may consist with the convenience of your Department,

I am, sir, your humble servant,

MICHAEL HOFFMAN.

The Hon. the SECRETARY of the Navy.

NAVY DEPARTMENT, January 27, 1829.

SIR: I have had the honor to receive your letter of the 26th instant.

I have not, at this time, such estimates from the architects as will enable me to state what sum will be required for the hospitals during the present year. I presume there will be required at Norfolk about twenty-five thousand dollars, and at Philadelphia about thirty-five thousand, provided the portico and steps are not now finished; if they are, then fifty-seven thousand dollars will be necessary. To complete all the fences, walls, and out-buildings, planting trees, and regulating the grounds, there will be required for the asylum at Philadelphia about seventy-five thousand dollars; and at Norfolk, probably fifty thousand dollars will complete the building, and all the out-houses, grounds, &c.

The amount carried to the credit of the fund will hereafter be between fifteen and twenty thousand dollars per annum; and it will, of course, take several years before these buildings can be completed, if reliance be had on that source alone.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

20TH CONGRESS.]

No. 382.

[2D SESSION.]

STATEMENT SHOWING THE RELATIVE RANK OF OFFICERS OF THE ARMY AND NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 31, 1829.

The following is the relative rank between officers of the army and navy, as shown in the regulations for the government of the army, recommended by the Secretary of War, and adopted by Congress, viz:

A captain of the navy, under five years, ranks with a lieutenant colonel.

A captain of the navy, over five years, ranks with a colonel.

A captain of the navy, over ten years, ranks with a brigadier general.

A captain of the navy, over fifteen years, ranks with a major general.

A master commandant ranks with a major.

Neither the pay nor the rations of a navy officer of any grade are affected by duration of service.

A captain, if commanding a squadron, is, by law, entitled to \$1,200 as pay, and \$1,460 for rations; making \$2,660 per annum; if not commanding a squadron, then his pay and rations amount to \$1,930. A master commandant is allowed \$1,176.25 per annum.

The following shows the amount of the pay, &c., of certain officers of the army, considering each as commanding a separate post.

Major general	\$6,512 64
Brigadier general	4,422 48
Colonel	2,941 32
Lieutenant colonel	2,372 32
Major	2,106 32

Exhibit showing the relative pay, &c., of officers of the army, and the proposed pay, &c., of officers of the navy, of assimilated rank, agreeably to the above scale.

	Major general.	Brigadier general.	Colonel.	Lieutenant colonel.	Major.
Army.....	\$6,512 64	\$4,422 48	\$2,941 32	\$2,372 32	\$2,106 32
To be proposed as pay for the navy, exclusive of rations, which are not to be drawn, except when officers are in actual service; then they are to commence from the date of their orders for service, and to terminate at the striking of the pendant	3,000 00	2,700 00	2,400 00	2,200 00	1,800 00

Table showing the relative pay of certain officers of the navy, 1828.

Surgeons.				Fleet surgeons.				Surgeons' mates.		Lieutenants.	Masters commandant.	Capt. of a ship of the line.	Com'g officer of a squadron.
Under 5 years.	Over 5 years.	Over 10 years.	Over 20 years.	Under 5 years.	Over 5 years.	Over 10 years.	Over 20 years.	Over 5 years.	Over 10 years.				
\$1,085	\$1,327½	\$1,570	\$1,600	\$1,450	\$1,875	\$2,300	\$2,420	\$1,027½	\$1,270	\$965	\$1,176½	\$1,930	\$2,660

From the above table the following results are deduced.

	More than a lieutenant.	Less than a master commandant.	More than a master commandant.	Less than the commander of a ship of the line.	More than the commander of a ship of the line.	Less than the commanding officer of a squadron.
A surgeon under 5 years receives.....	\$120 00	\$81 25	.....	.....	.....	.....
A surgeon over 5 years receives.....	362 50	.....	\$151 25	.....	.....	.....
A surgeon over 10 years receives.....	605 00	.....	393 75	.....	.....	.....
A surgeon over 20 years receives.....	725 00	.....	513 75	\$240 00	.....	.....
Fleet surgeon under 5 years receives.....	485 00	.....	273 75	.....	.....	.....
Fleet surgeon over 5 years receives.....	910 00	.....	698 75	55 00	.....	.....
Fleet surgeon over 10 years receives.....	1,355 00	.....	1,123 75	.....	\$370 00	.....
Fleet surgeon over 20 years receives.....	1,455 00	.....	1,245 75	.....	490 00	\$240 00
Surgeon's mate over 5 years receives.....	52 50	148 75	.....	.....	.....	.....
Surgeon's mate over 10 years receives.....	305 00	.....	93 75	.....	.....	.....

20TH CONGRESS.]

No. 383.

[2D SESSION.

EXPERIMENTS TO TEST THE COMPARATIVE FITNESS OF COTTON AND HEMP FOR SAILS AND CORDAGE FOR THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 2, 1829.

NAVY DEPARTMENT, *January 31, 1829.*

SIR: In compliance with a resolution of the House of Representatives, of the 23d instant, I have the honor to transmit a copy of a report from the Commissioners of the Navy, showing the result of experiments which have been made "to test the comparative fitness of cotton and hemp for the use of sails in our public vessels," and "the comparative expense of canvas made of hemp and of cotton."

I am, very respectfully, &c.,

SAM'L L. SOUTHARD.

The Hon. SPEAKER of the House of Representatives.

NAVY COMMISSIONERS' OFFICE, *January 27, 1829.*

SIR: Upon the various points embraced in the resolution of the House of Representatives, of the 23d instant, (received on the 26th,) the Board of Navy Commissioners respectfully report:

The only results received by this board of the experiments reported in January, 1826, to be in progress for the purpose of testing "the comparative fitness of cotton and hemp canvas for the use of sails in our public ships," will be found in the following extracts of letters from commanding officers, viz:

From Captain Woolsey, March 8, 1827—"In answer to your letter of 20th December, relating to the cotton maintop-sail, I have to remark, that it had lain in store a long time at Key West, before it was received on board the Constellation: one or two of the middle cloths, near the head of the sail, were damaged in store and had soon to be mended; but the rest of the sail has had a fair test in all weathers; is now bent and still continues good. For the West India service I think canvas of that description as good as hempen, and for all the light sails, I should think cotton equal in all respects to hempen, in any climate."

From Captain Wilkinson, of the John Adams, February 5, 1827—"In reply to your letter of the 21st December, which I this day received, I had only a maintop-sail of cotton, that was bent at Norfolk in March last, and has been in constant use nearly the whole time since. My ship has been actually at sea two hundred and forty days, and sailed eighteen thousand five hundred and eighty-seven miles in the above period, including the hurricane months, which were excessively boisterous, and this ship requiring the maintop-sail, it was always carried as long as practicable. The injury which top-sails sustain from frequent reefing, &c., is well known to the Navy Commissioners. I have had the above-mentioned topsail mill stitched, to strengthen the sewing, which had given way in many places. I now pronounce it as good as ever it was, having this day examined it minutely to enable me to make this report. Cotton sails hold more wind, are much more pliable and easily handled, and upon the whole I think highly of them for square sails."

From Commodore Warrington, October 7, 1826—"From what I have seen of that sail, (the one reported on by Captain Wilkinson,) I am inclined to think favorably of the article for sails, and to believe that we have no cause to fear its greater combustibility than canvass made of hemp. It stands flapping and chafing as well, if not better than sails commonly do of other materials."

Other experiments upon the subject of cotton canvas have been instituted, but the results have not yet been reported.

Upon the subject of "cotton cordage," the Commissioners, in April, 1826, made an experiment to test its relative strength with cordage made of hemp; the latter was tarred, the former not; and the following was the result ascertained by minute attention to all the facts in the case, viz:

	Length of rope—feet.	Circumference. Inches.	Weight. Ounces.	Weight broke with. Pounds.
First experiment, hemp.....	2	1.4 $\frac{3}{4}$	12 $\frac{3}{4}$	1,586
First experiment, cotton.....	2	1.4 $\frac{3}{4}$	9 $\frac{3}{4}$	938
Second experiment, hemp.....	1	1 $\frac{7}{10}$	4 $\frac{1}{2}$	1,187
Second experiment, cotton.....	1	1 $\frac{2}{10}$	4 $\frac{1}{8}$	727

From these experiments, particularly when it was considered that the weight of the hemp cordage was greatly increased by the tar in it, and its size also in some degree enlarged by that fact, it was concluded that the *strength* of cotton cordage was much inferior to that made of hemp.

As to the comparative *expense* of canvas made of hemp and cotton, so far as regards the first cost, that of hemp or flax continues as stated in our letter of 28th January, 1826, while that of cotton has fallen. Their relative prices may now be considered as follows:

No. 1 flax, 47½ cents per yard; cotton 41 cents per yard.
 No. 2 flax, 43½ cents per yard; cotton 39 cents per yard.
 No. 3 flax, 42½ cents per yard; cotton 37 cents per yard.
 No. 4 flax, 41½ cents per yard; cotton . . cents per yard.
 No. 5 flax, 40 cents per yard; cotton 34 cents per yard.
 No. 6 flax, 38½ cents per yard; cotton . . cents per yard.
 No. 7 flax, 37½ cents per yard; cotton 32 cents per yard.
 No. 8 flax, 36½ cents per yard; cotton . . cents per yard.

In this scale no prices are fixed for numbers 4, 6 and 8 of cotton canvas, because we have not recently contracted for any of those numbers. They no doubt bear prices proportionate to those of the other numbers, and may be stated as follows: No. 4, 35½ cents; No. 6, 33 cents; No. 8, 30 cents per yard.

Having thus, and it is hoped satisfactorily, answered the requisition embraced by the resolution, it may not be considered irrelevant to state that the Commissioners some time since instituted a course of experiments with a view to ascertain whether cotton might not be advantageously used for caulking our ships. Directions were given to the commanding officer at New York that "half of a water-way seam on each side of the berth and gun decks of the sloop Vincennes should be caulked with cotton instead of hemp, the other halves with oakum made of new rope; the poop deck to be caulked with cotton, and three seams on each bow, distributed from the load water line up, for about 40 feet in length; the respective seams above and below them to be caulked with oakum made of new rope;" but before these instructions were received the Vincennes had been "entirely caulked with oakum, inside and out, except the poop and fore-castle decks." The commanding officer however stated that he would make the experiment upon the poop deck of the Vincennes as directed, and "the other part of the experiment upon sloop No. 3, when built," (the Fairfield.) These vessels have been absent from the United States ever since these experiments were made, and no information has reached us as to the result.

A like experiment was made upon the Natchez; and Commodore Barron reported as to the operation of caulking two seams, one with oakum, the other with cotton; that "the seams were each 30 feet long; the quantity of oakum 3½ pounds, the quantity of cotton 1½ pounds; the time employed on the oakum was three quarters of an hour, on the cotton half an hour."

A sufficient length of time has not elapsed for any of these experiments, as to the value of cotton in caulking our ships, to be brought to a satisfactory result.

The use of cotton canvas for boat sails, awnings, hammocks, hammock cloths, windsails, bags, boat and boom covers, and tarpaulins, is so far approved that it is now generally used for these purposes; and it may be used with advantage, it is believed, for light sails generally; but its use for topsails and courses, particularly of large ships, would be attended with so many hazards to the safety of the ships that the board would not take upon itself the responsibility of substituting it for hemp canvas for such purposes.

I have the honor to be, very respectfully, sir, your obedient servant,

JNO. RODGERS.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

20TH CONGRESS.]

No. 384.

[2D SESSION.]

STATEMENT CONCERNING NAVY PENSIONS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 7, 1829.

NAVY DEPARTMENT, *February 5, 1829.*

SIR: In answer to the resolution of the House of Representatives, of the 30th January, 1829, the Secretary of the Navy has the honor to transmit three statements, marked Nos. 1, 2, and 3, corresponding with the sections of the resolution.

Statement No. 1 exhibits the names of those pensioners to whom pensions have been allowed, since the 22d January, 1824, under the authority of the law of 1817, "the annual amount" to each, and the "time when the pension was granted." They were allowed for the causes mentioned in the law of 1817, the deaths having occurred and the rights having accrued previous to the repeal of that law.

The columns 1, 2, 4, 5, 6 and 7, in statement No. 2, are believed to be accurate—a careful examination of the cases having been made. It is not possible to give a more specific answer in the 3d column. The commissioners of the navy pension fund have no information to enable them to state "whence the causes arose, accrued or happened."

Statement No. 3 affords as full an answer to the 3d section of the resolution as is practicable, from the papers remaining in the Department. When applications are made for pensions, and rejected by the commissioners, the papers are almost uniformly returned to the applicants at their own request. No copies of them are retained. This statement cannot, therefore, be relied upon as furnishing a complete list of the rejected applications, even since the year 1824. Nor, if the whole of the cases could be stated, would the list then furnish a safe guide in forming an opinion of the claims which would be made on the pension fund, should the law of 1817 be revived. Most of the applications under that law were made within two or three years before and since it expired. It is some time after the passage of an act of this nature, before its existence is known to many who think they are entitled to its benefits. The longer it

is in force, the more numerous will be the claims under it; and unless its terms and the construction put upon them by the commissioners are very guarded, and the evidence rigidly scrutinized, they will multiply to a burdensome extent.

It is not intended by this remark to convey an impression unfavorable to the existence of some law of the general character of that of 1817. The other laws relate to cases of wounds and deaths in battle; but there are in the navy cases of peculiar hardship and exposure, out of the ordinary and common operations of the service, in which dangers are encountered and lives lost, where the devotion of the seaman is as great, the results to the nation as beneficial, and the consequences as fatal to his family, as when he dies more gloriously in battle. Such cases seem strongly to demand the favorable regard of the government, and such are some, if not all of those to which the law of 1817 was applied, and in which the pensions have expired in consequence of its repeal.

Respectfully submitted.

SAM'L L. SOUTHARD.

To the SPEAKER of the House of Representatives.

I.

Answer to the first section of the resolution.

	Annual am't of pension.	When granted.
Catherine Badger.....	\$114 00	June 19, 1824
Mary Smith.....	60 00	March 21, 1825
Eliza Cooper.....	54 00	July 13, 1825
Susanna Lippincott.....	60 00	September 23, 1825
Anne M. Clunet.....	54 00	June 1, 1826
Maria C. Madison.....	240 00	January 1, 1828
	<u>\$582 00</u>	

2.

Answer to the second section of the resolution.

Names.	Cause of death.	Whence that cause arose, accrued or happened.	Time of death.	Annual amount of pensions.	Date of renewal.	Under what law renewed.
Mary Allen.....	Natural death.....	Not known.....	July 1, 1820.....	\$72 00.....	July 1, 1825.....	Law January 22, 1824.
Eliza Baldwin.....	do.....	do.....	April 12, 1816.....	150 00.....	April 12, 1824.....	Law January 22, 1824.
Belinda Rowe.....	Lost in Epervier.....	do.....	September 1, 1815.....	120 00.....	September 1, 1825.....	Law January 22, 1824.
Harriet Carter.....	Yellow fever.....	do.....	September 6, 1823.....	240 00.....	Renewed.....	Suspended.
Elizabeth Cunningham.....	Yellow fever, coast Africa.....	do.....	April 17, 1823.....	120 00.....	Renewed.....	Suspended.
Eliza Cassin.....	Yellow fever.....	do.....	August 18, 1821.....	240 00.....	August 18, 1826.....	Law January 22, 1824.
Eliza Cooke.....	Killed off Porto Rico.....	do.....	March 6, 1823.....	210 00.....	Renewed.....	Suspended.
Ellen Dix.....	Fever, coast of Africa.....	do.....	April 16, 1823.....	300 00.....	Renewed.....	Suspended.
Penelope Denny (for her son).....	Killed by pirates.....	do.....	November 9, 1822.....	168 00.....	(Special law expired).....	Suspended.
Charlotte Davis.....	Fever, coast of Africa.....	do.....	May 1, 1822.....	72 00.....	Renewed.....	Suspended.
Susan W. Eakin.....	Yellow fever.....	do.....	.....	240 00.....	.....	Suspended.
Lavinia M. Edgar.....	do.....	do.....	June 29, 1823.....	300 00.....	Renewed.....	Suspended.
Catharine Fury.....	Lost in Epervier.....	do.....	September 1, 1815.....	168 00.....	September 1, 1825.....	Law January 22, 1824.
Eliza Grayson.....	Yellow fever.....	do.....	June 30, 1823.....	240 00.....	Renewed.....	Suspended.
P. W. C. Gamble.....	do.....	do.....	June 30, 1823.....	240 00.....	Renewed.....	Suspended.
Phoebe Hamnerley.....	do.....	do.....	September 12, 1823.....	240 00.....	Renewed.....	Suspended.
Susan Harden.....	Natural death.....	do.....	January 20, 1818.....	300 00.....	Renewed.....	Suspended.
Ann Hardin.....	Lost in Epervier.....	do.....	September 1, 1815.....	72 00.....	Not renewed.....	.....
Elizabeth Jocelyn.....	Yellow fever.....	do.....	July 17, 1822.....	114 00.....	Not renewed.....	.....
Susanna Longiel.....	Drowned.....	do.....	February 12, 1824.....	120 00.....	Not renewed.....	.....
Frances M. Lewis.....	Lost in Epervier.....	do.....	September 1, 1815.....	200 00.....	September 1, 1825.....	Law January 22, 1824.
Margaret Nuvro.....	Yellow fever.....	do.....	October 2, 1823.....	120 00.....	Renewed.....	Suspended.
Mary Nuble.....	Lost in Epervier.....	do.....	September 1, 1815.....	240 00.....	September 1, 1825.....	Law January 22, 1824.
Margaret Purrell.....	Yellow fever.....	do.....	August 20, 1819.....	120 00.....	August 20, 1824.....	Law January 22, 1824.
Eliza M. Pearce.....	Yellow fever.....	do.....	August 7, 1822.....	240 00.....	.....	Suspended.
Phoebe Reynolds.....	Fever, coast of Africa.....	do.....	May 31, 1823.....	120 00.....	Renewed.....	Suspended.
Eliza Shubrick.....	Lost in Epervier.....	do.....	September 1, 1815.....	240 00.....	September 1, 1825.....	Law January 22, 1824.
Isabella B. Seary.....	Yellow fever.....	do.....	November 2, 1822.....	240 00.....	Renewed.....	Suspended.
Harriet H. Sanders.....	Natural death.....	do.....	December 7, 1816.....	240 00.....	Renewed.....	Suspended.
Elizabeth Tromp.....	Lost in Epervier.....	do.....	September 1, 1815.....	36 00.....	Not renewed.....	.....
Eliza Tredell.....	Natural death.....	do.....	November 24, 1815.....	600 00.....	Renewed November 24, 1825.....	Law January 22, 1824.
				\$6,250 00		

3.

Answer to the third section of the resolution.

Names.	Time of application.	Causes recognized by the law of 1817.	Annual amount to which they would have been entitled.	When rejected.	Remarks.
Caroline Monteith.....	February, 1824....	Died in service.....	\$240 00	March, 1824....	In all rejected cases the papers are returned.
Eliza Ward.....	March, 1826.....	Casualty.....	240 00	April, 1826.....	do do
Margaret Timberlake.....	August, 1828.....	Natural death.....	240 00	August, 1828.....	do do
Caleb Crew's children.....	June, 1828.....	Died aboard Macdonium.....	60 00	July, 1828.....	do do
Eliza Trumble.....	August, 1824....	Natural death.....	120 00	August, 1824....	do do
Elizabeth Smith.....	December, 1827....	Not recollectcd.....	120 00	December, 1827....	do do
Phoebe Ann Smith.....	May, 1827.....	Natural death.....	120 00	June, 1827.....	do do
Martha F. Hall.....	May, 1824.....	do.....	72 00	May, 1824.....	do do
Sarah Bush.....	May, 1824.....	do.....	72 00	May, 1824.....	do do
Elizabeth Burns.....	October, 1824....	do.....	120 00	November, 1824....	do do
Abigail Appleton.....	March, 1826.....	do.....	72 00	March, 1826.....	do do
E. M. Archer.....	December, 1824....	do.....	240 00	January, 1825....	do do
Caldwell, widow of William M. Caldwell.....	October, 1825....	do.....	240 00	October, 1825....	do do
Sarah Kingston.....	October, 1825....	Injury received in service, 1822.....	240 00	November, 1825....	do do
Anne Naniz.....	February, 1825....	Natural death.....	240 00	February, 1825....	do do
Patty Smith.....	December, 1825....	do.....	*72 00	December, 1825....	do do
Mary Laskey, son of.....	January, 1827....	Drowned.....	60 00	January, 1827....	do do
Mary Mussey.....	April, 1824.....	do.....	33 00	April, 1827....	do do
Patty Wilson.....	February, 1825....	Natural death.....	120 00	April, 1825....	do do
Jane Evans.....	April, 1825....	do.....	600 00	April, 1825....	All these cases supposed to accrue under the law of 1817.

* Surpassed.

20TH CONGRESS.]

No 385.

[2d Session.]

MEMORIAL OF JOHN PERCIVAL RESPECTING THE POWER OF THE EXECUTIVE TO
CHANGE THE RELATIVE RANK OF AN OFFICER OF THE NAVY WITHOUT THE CON-
CURRENCE OF THE SENATE.

COMMUNICATED TO THE SENATE FEBRUARY 10, 1829.

To the honorable the Senate of the United States:

The memorial of John Percival, a lieutenant in the navy of the United States, respectfully sheweth:

That your memorialist entered the navy of the United States in the year 1800, and was among the number of those who were disbanded at the reduction of the establishment. He re-entered the service in 1809, in the capacity of sailingmaster. On the 18th November, 1814, he received an appointment as an acting lieutenant, and on the 9th December of the same year he was commissioned as a lieutenant, in which capacity he was continued until the present time. During a very considerable portion of this interval your memorialist has been engaged in active service, and for a length of time has been in actual and an important command.

At the same time that your memorialist was nominated to the Senate for the appointment as a lieutenant, several other individuals, generally his juniors in the service, were nominated to the same grade, as will appear by reference to the original list of nominations among the records of your honorable body. In this list the name of your memorialist occupied the thirteenth place, and the nominations received the approbation of the Senate in the order in which they had been arranged by the Executive. In the naval register, published in the year 1815, the several individuals who had thus been commissioned were placed in the same order in which they had been nominated to and passed the Senate. A note was, however, appended to the list, as your memorialist has been informed, without the knowledge or concurrence of the Executive, or the then head of the Department, intimating that the relative rank of those officers whose commissions are dated on the 9th December, 1814, had not been established. No register appears to have been published in the year 1816; but that of 1817 contains the names of such of the said officers who continued in the service, in their original order, while the note above referred to was omitted. It may here also be remarked, that the nominations in question were made out while Mr. Jones was the Secretary of the Navy, and that the two registers of 1815 and 1817 were published while that office was held by Mr. Crowninshield. Two secretaries had, therefore, concurred in fixing this relative rank. In the register of 1818, your memorialist discovered that this order had been changed, and several individuals, who had before stood lower on the list than himself, were now placed above him. Other changes were at the same time made, one, at least, of which being complained of, the party was restored to his original position. Your memorialist preferred his complaint verbally to the head of the Department, but without success; no reason was ever assigned to him for the preference that had been given, nor was any complaint made of his competency or conduct. In the year 1823, being about to leave the United States on a long cruise, he addressed a memorial to the Secretary of the Navy, setting forth the grounds upon which he claimed that this irregularity might be rectified. In consequence of his long absence no steps were taken by the Department in relation to this matter. Since his return to the United States, he has again called the attention of the Secretary to the subject, who, for the reasons assigned in his communication, has declined to comply with the prayer of your memorialist, who is, therefore, compelled to submit his case to the consideration of your honorable body.

He respectfully submits to the Senate that the relative order which officers holding the same grade of commission occupy, constitutes an important part of the office which is conferred. That as to all the rights of superiority and command, an officer higher on the list is on the same footing as if he held a higher office. This is a well settled principle of military law. The order, then, in which nominations are made, constitutes a part of such nomination, and the order in which they are confirmed by the Senate is an equally important part of the act of that honorable body. If this view be correct, your memorialist was senior in rank and higher in command, by the appointment in 1814, than several of those who have been subsequently elevated over his head. Whether the rights which he then held can be affected by the Department without the concurrence of the Senate; or whether, conceding that such power resides in the Department, it can be executed by simply changing the order in which the names stand in the register, and that after an indefinite lapse of time, he submits with great confidence to the judgment of the Senate.

Your memorialist further submits to your consideration, that no authority to make these changes was reserved on the list of nominations transmitted by the Executive to the Senate, or, as is believed, in any other communication. Nor has your memorialist been able to discover any other evidence of such reservation than that contained in the note above-mentioned, in the register printed several months after the Secretary who prepared the list of nominations had retired from that office.

He also submits that if such right could legally be and actually was reserved, it was to be exercised within a reasonable time, and not to continue for an indefinite period, or to involve the power of repeated changes. The publication of the register of 1817 was, he contends, a final action upon the subject, and the authority to vary the order then promulgated became extinct.

He also submits to the Senate that the exercise of the power to change the relative rank of officers is sanctioned by no law, is unprecedented, and has never since been practiced; that it is dangerous in itself and pregnant with mischief to the service; that if this power was legally exercised in the case of your memorialist, it may with equal justice and propriety be again exercised in relation to every officer in the navy.

Your memorialist disclaims all intention to detract from the reputation or affect the feelings of those of his brother officers whose claims come in conflict with his own. He feels, however, that in submitting this subject to the consideration of the Senate, he is vindicating not only his own rights, but the best interests of that service which all will prefer to their own private advantage.

PERCIVAL, Lieutenant in the U. S. Navy.

WASHINGTON, January, 1829.

20TH CONGRESS.]

No. 386.

[2d Session.]

APPLICATION OF SUBALTERN OFFICERS OF MARINE CORPS FOR AN INCREASE OF PAY.

COMMUNICATED TO THE SENATE FEBRUARY 11, 1829.

To the honorable the Senate and House of Representatives of the United States of America, in Congress assembled:

The memorial of the subscribers, subaltern officers in the marine corps of the United States, respectfully sets forth: That by the several acts of Congress in relation to the naval establishment and marine corps, the pay and emoluments of a captain of marines, while in the performance of duty on shore, are equal to \$77.21, of a first lieutenant to \$73.21, and of a second lieutenant to \$62.21; but in the same office, in actual service at sea, they receive as follows: a captain \$62.50, a first lieutenant \$60, and a second lieutenant \$47.50 per month respectively, being a difference of nearly twenty-five per cent. in favor of the shore pay, both being subject to the deduction of twenty cents per month hospital funds.

Your memorialists will not now inquire into the origin of the difference thus made in their allowance while on shore and when at sea, but most respectfully proceed to suggest to your honorable bodies that the good of the service requires a change in the existing laws, so far as regards the pay of officers in the marine corps, for the reasons they are about to assign.

While your memorialists are on shore their duties are constant and know of no intermission, except in cases of furlough. A rigid discharge of these duties necessarily creates expenses for the full and undress uniform and other equipments, which require frequent renewals. With all the economy and restriction that can be used in the land service, (and there, as your memorialists would emphatically observe, it can be more fully practiced), it is matter of serious difficulty to subsist with that decency and comfort which the condition of life your memorialists are placed in imperatively requires. The difficulties thus encountered on shore are greatly increased when your memorialists are at sea, while the means of surmounting them are considerably reduced. Many expenses are incurred in this situation inseparable from the dignity of the profession and consequent upon the honor of their commissions. It is scarcely necessary to remark, that much depends upon the appearance of the officer, whether at home or abroad. In the intercourse which is extensively held with the many nations of the earth, and to whom the wealth, power, extent and resources of these United States are becoming every day more fully known, the character of the several branches of their service should be proudly upheld and honorably maintained. To do this, so far as your memorialists are concerned, many sacrifices and deprivations in domestic life have been encountered, and will be most cheerfully submitted to again. All the risk consequent upon absence, such as sickness, accident or death in foreign climes, though now readily endured when duty calls, would be the more willingly encountered under a consciousness that, should the worst befall, by the liberality of the government there would still be something left for the widow and the fatherless. This desirable and happy state of feeling your memorialists cannot now realize; and in looking to your honorable bodies, they trust that the sympathies common and at the same time creditable to our nature, will be among the strongest inducements to grant the relief which is desired, by an increase and equalization of your memorialists' pay, giving to all the same allowance at sea, which, according to rank, they receive on shore.

Your memorialists would further remark that the army and navy branches of the said service have been more liberally provided for; and that, while your memorialists are obliged to encounter the same hazards, and in all cases equal expenses with the officers of the navy, their pay is distressingly reduced. In the article of uniform alone the cost is far greater than in any other branch of the public service; this fact your memorialists trust will be deemed worthy of notice, and hope that the wisdom of your honorable bodies will apply a remedy.

Your memorialists would further respectfully remark that they have borne the evils entailed upon them by an expensive uniform, and a reduction of their pay when at sea, patiently for many years; and as the liberality of Congress has been extended to the army and navy, they continue to indulge in the belief that an additional compensation will not be withheld from the marine corps, and that the reasonableness, as well as the justice in which your memorialists respectfully ask that their pay may be increased and equalized, will be fully admitted by your honorable bodies.

It is peculiarly distressing to your memorialists that at a time when every cent of their small pay becomes doubly valuable, it should be reduced nearly twenty dollars per month. They beg, therefore, that a law may be passed extending to them the relief they so earnestly solicit.

They would also further respectfully remark that in no instance is it a desirable circumstance to be ordered to sea, unless it be as the senior marine officer to a squadron, as that is the only situation which gives a compensation corresponding with the allowance received on shore.

Your memorialists, as they believe, after having respectfully and properly stated the difficulties under which they labor, throw themselves and the justice of their petition upon the liberality of your honorable bodies, and beg that they may have the relief solicited, and they as in duty bound will, &c.

By HORATIO N. CRABB: THOMAS A. LINTON,
CHARLES GRYMES,
THOMAS B. BARTON,
C. F. SPERING,
L. N. CARTER,
THEO. BAINBRIDGE,
A. A. NICHOLSON,
A. N. BREVOORT,
ALVIN EDSON,
H. W. FOWLER,
THOMAS S. ENGLISH,
THOMAS LEE,
J. TWIGGS,
J. G. WILLIAMS,
HORATIO N. CRABB,

Lieutenants U. S. M. C.

[20TH CONGRESS.]

No. 387.

[2d Session.]

EXPLORING EXPEDITION TO THE PACIFIC OCEAN AND SOUTH SEAS.

COMMUNICATED TO THE SENATE FEBRUARY 16, 1829.

WASHINGTON, February 16, 1829.

To the Senate of the United States:

In compliance with a resolution of the Senate, of the 5th instant, requesting detailed statements of the expenses incurred, and of those which may be necessary for the expedition proposed for exploring the Pacific ocean and South seas; and also, of the several amounts transferred from the different heads of appropriation for the support of the navy to this object, and the authority by which such transfers have been made, I transmit herewith a report from the Secretary of the Navy, with documents, from which the Senate will perceive that no such transfer has been made, and which contain the other information desired by the resolution.

JOHN QUINCY ADAMS.

NAVY DEPARTMENT; February 15, 1829.

To the President of the United States:

SIR: I have had the honor to receive from you the resolution of the Senate, of the 5th February, 1829, calling for a detailed statement of the expenses incurred in fitting out and preparing an expedition for exploring the Pacific ocean and South seas, together with the additional amounts which will be necessary to cover all the expenses of such an expedition; and also, a detailed statement showing the several amounts transferred from the different heads of appropriation for the support of the navy to this object; and the authority by which such transfers have been made, and respectfully present to you the following report, which contains the information called for, so far as it can be furnished by this Department.

The resolution embraces three objects:

1. The expenses which have been incurred in fitting out and preparing the expedition.
2. The additional amounts which will cover the future expenses of the expedition.
3. The transfers from the different heads of appropriation for the support of the navy for this object, and the authority by which they have been made.

Previous to the date of the resolution, viz: on the 24th of January, 1829, a letter relating to this subject was received from the chairman of the Naval Committee of the Senate, and on the 29th of January an answer was transmitted to him. Copies of these letters, marked A and B, are annexed as a part of this report. They contain a portion of the information called for, and are necessary to explain certain parts of it.

First. Of the expenses incurred.

Paper C, hereto annexed, is a report from the Commissioners of the Navy, of the money expended in the repairs of the Peacock. This report was called for before the letter to the chairman was written, but was not received until the 7th instant. It was impracticable before that day for the Commissioners to procure the accounts from New York to enable them to answer the call.

By this paper C, the expenses of repairing the Peacock are stated at \$64,729.55. Deducting the sum of \$4,908 mentioned by the Commissioners, on account of the guns and gun carriages, the actual cost will be \$60,721.55. It will also be perceived that the only expenditure, in addition to the ordinary repairs of the vessel, has been in making a temporary spar deck. This was designed to add much comfort to the accommodations, and has cost \$1,943.21, which is the only sum that can be justly charged to the expedition.

The resolution of the House of Representatives was passed on the 21st of May last, and directed one of our small public vessels "to be sent to the Pacific ocean and South seas, &c." The Peacock was selected for this object, because it came within the description of this resolution, and was better fitted for that service than any other vessel in the navy. The schooners, from their size and construction, were not adapted to it. The surveys could not have been performed in them. The comfort of those sent would have been sacrificed and their lives hazarded if one of them had been selected. The new sloop-of-war are too large, and in other respects unfit; and they would have been more expensive.

At the time of the passage of this resolution of the House, and also of the passage of the appropriation law for the support of the navy for the year 1828, the Peacock lay in ordinary at New York, and was embraced in the estimates for the year, both for repairs and as a vessel in commission for cruising. In the annual report for this Department, dated 1st December, 1827, she was described in the following words: "Will require new sails, and considerable repairs in her hull and standing and running rigging." (Report of Commissioners, A, page 254.) In the estimate and in the appropriation bill there was an item including the repairs, in the following words: "For repairs of vessels in ordinary, and for wear and tear of vessels in commission, four hundred and seventy-five thousand dollars."

The repairs of this vessel were thus authorized by Congress, and would have been made without reference to the expedition. When she was selected for it, they were ordered to be completed with all practicable dispatch, that she might be ready at the proper time to enter on the enterprise. The expense of them has been or will be charged to and paid out of the sum of \$475,000, before mentioned, as provided by Congress for these and other repairs.

Annexed to the same report of 1st December, 1827, there was an estimate for the vessels in commission, during the year 1828. In this estimate, eight sloop-of-war of the first class, and three sloop-of-war of the second class, are provided for. (Report of Commissioners, B, page 236.) The Peacock was one of the three. It was intended, as soon as her repairs would permit, to send her on a cruising station. No station was designated at that time, nor any special service pointed out for her. Without the resolution of the House, the Department was authorized, under this law, to prepare and put her in commission;

and would have so done, by ordering to her a full complement of officers, enlisting for her a full crew, and preparing provisions, stores, armament, &c. The only effect of the resolution, so far as the *Peacock* is concerned, was, to change her destination from one cruise to another; and that, without any additional expense on these points. For this change, the resolution was regarded as very ample authority.

It may be added, that the delay in preparing the expedition, since her repairs were completed, has, thus far, occasioned some saving of expense, which would have been incurred if the seamen had been promptly enlisted, and the vessel sent on other service. It was the purpose of the Department to be cautious in enlisting those who should be fitted, by character and experience, for such an enterprise; and not to create an unnecessary waste of money, by procuring and paying them, until their services should be required.

A part of them only, are yet enlisted; but officers are now employed at the proper places, and the whole will probably be enlisted in a few days.

In ordering the officers, care was taken to select such as were believed to be not only good seamen and navigators, but also distinguished for enterprise and science. The design was to make the expedition, (whatever might be the number of vessels sent) as far as practicable, redound to the honor of our navy. To accomplish this design, it was necessary that the officers should not only be able to navigate the vessel, but to superintend and execute the surveys and examinations of the islands, harbors, &c., as directed by the resolution of the House, and partake in all the scientific researches. It is believed that those selected will be competent to do this, and the expedition will be arranged with that view; so that, by the faithful and skillful discharge of their duties, their reputation, individually and collectively, will be promoted.

These officers have been ordered to hold themselves in readiness for this service, but no additional expense has thereby been created. They receive now, precisely what they received before the orders were given, and what they would have continued to receive, if these orders had not been given.

The preceding remarks, respecting the *Peacock* and her officers and seamen, with the explanations contained in the letter to the chairman, (B,) exhibit the action of the Department, under the resolution of the House, and explain statements D and E, annexed to this report. They are deemed necessary, to show that there is no omission in those statements, of the expense incurred on these points. If the *Peacock*, from any cause, should not go on the expedition, she will be ready, under the requirements of law and the ordinary arrangements of the service, to sail on any other cruise, without extra expenditures.

The second item in paper D, is the cost of employing an agent to obtain information of the present state of knowledge respecting the objects to be examined. This information could only be procured from those concerned in the navigation of the Pacific and South seas; (for none others possessed it) and principally from conversations, log books, and journals. The agent was engaged for several weeks; and, allowing to him for his time, expenses and labor, what is usually paid to persons examining land offices, and performing other duties of a like kind, which are temporary in their nature, he was entitled to receive \$1,116. The service performed by him, required not less intelligence, zeal and industry, than those usually entrusted to agents who receive per diem compensations. His duties were zealously and skillfully discharged; his expenses in procuring assistance, obtaining copies of journals, condensing and arranging the results of his inquiries, were large; and his report embodies a mass of information, valuable to the Department, and indispensable to the prompt and safe conduct of the expedition. The commanding officer, though highly intelligent and well informed, could not have acquired this knowledge in any mode except that which was pursued; and he could not have conducted the expedition as profitably without, as with it. A copy of a part of the report will be given to him before he sails; and by apprising him of the probable, but not well ascertained situation of about two hundred islands and reefs, which he could learn neither from books nor charts, will assist in guiding his movements, and apprise him of many dangers, for which he will be prepared. It will enable him to be more expeditious in his operations, and to accomplish much more within a given period. It is believed that the employment of this agent was both economical and prudent, and will shorten the labors of the expedition, and be one means of guarding it against the hazards which it has to encounter.

If it shall be the will of Congress that the expedition shall not sail, the information in this report ought to be published, for the benefit of our seafaring people, who may thereby be aided in avoiding perils in which so great an amount of property and human life has perished.

The compensation to the agent has been taken from the item of appropriation of \$5,000, in the law of 19th March, 1828, "for contingent expenses for objects not therein enumerated." The preceding item in that bill enumerates the ordinary, contingent and uncertain expenses, which occur in the naval service. This item has always been understood as intended to provide for those contingencies which do not ordinarily occur; and for those services which it is the duty of the Department to direct, and which are not embraced in the enumeration. Under the resolution of the House, this agency was believed to be peculiarly of this character, and no hesitation was felt in directing payment for it out of that fund.

A copy of the letter of appointment to the agent, Mr. Reynolds, is added, paper F. His account has been settled since the letter to the chairman (B) was written, and amounts to something more than was then estimated.

The next item in paper D is an estimate of the cost of the mathematical and astronomical instruments. It is a mere estimate, which in many cases is a mere guess, and may be below the actual amount. A statement has been called for, from the officer entrusted with the purchase and preparation of them; and when it is received, a list in detail, of the instruments and their prices, shall be laid before you. It is not supposed necessary to detain this report for that purpose.

The appropriation law, before referred to, provided for the purchase of "books, maps, charts, nautical and mathematical instruments, chronometers, models, and drawings," and appropriated for these and other enumerated objects, two hundred and forty thousand dollars, for the year 1828. Purchases for all the vessels in commission, and for the shore stations, are almost daily made of such articles, under the authority of this law. In giving the orders for the purchase of these instruments, the Department regarded the *Peacock* as a vessel in commission, by express sanction of law; the resolution of the House, as an instruction where it should be employed; and the appropriation for instruments, as authority to provide such as might be required by the service which it had to perform.

Lists of books, charts, and maps have also been prepared, and directions given to find and be ready to purchase them when they should be called for. They are not numerous nor very costly. Most of those which will be necessary on the expedition have before been purchased and placed at the navy yards

for the use of our vessels in commission. It is believed that no expense has yet been incurred on this point.

It may be proper to add, that the instruments, charts, books, and maps, which have been, or will be purchased, are not useful for this expedition alone, but are valuable and necessary for the service generally. They would probably, within a short time, have been purchased for and used in the various operations of the navy, if the expedition had not been contemplated. The public treasury will suffer no loss by them.

The letter to the chairman (B.) states that orders have been given to prepare certain provisions suited to the nature of the service. It is not known that any expense has yet been incurred for them, nor can I furnish a detailed statement of what they will cost. In paper E, there is an estimate for them among the items of expenditures yet to be incurred. They are regarded as a part of the provisions of the vessel on her cruise; and the authority for providing them is found in the fact before stated, that the Peacock is a vessel in commission, which the House of Representatives desired should be sent on a special service, and that they form a necessary part of the provisions of the officers and men on that service.

No other expenditure is recollected. Paper D is, therefore, presented to you as a statement in detail of all the expense which has been incurred; and although much labor has been performed at the Department, and many arrangements made, preparatory to the sailing of the expedition, yet no act has been done, nor has any contract been entered into, which can create an addition to it, if Congress should reverse the decision of the House of Representatives, and prohibit the Department from dispatching the Peacock on this particular service.

On the preceding statement and explanations, I have to report to you, that no expense has been incurred which was not fully authorized by law.

Second. Of the "additional amounts which will be necessary to cover all the expenses of the expedition." Paper E, hereto annexed, is an estimate of the expense of fitting out the Peacock alone. Paper G an estimate of the expense of fitting out two vessels and a store ship.

These estimates are made in this form, because the expense of preparing and sending out the expedition has heretofore been the subject of inquiry, and that on which the opinion of the Department was expressed to the committee of the House of Representatives, who originally reported the bill, for which object the Department has supposed the appropriation was designed, and for it the sum in the bill is still believed to be sufficient, even in the enlarged form which is recommended in the letter to the chairman (B.)

It is not easy to make an estimate which may be depended on of the final cost of the expedition. One is attempted, however, in papers H, I, K. They show the annual expense of supporting each of the vessels, with the annual cost of the persons, other than naval officers, who may be employed. On the latter point the estimate is believed to be large, as it is also for contingencies.

It will be perceived that the annual expense of supporting the Peacock is not included in papers E and G. It is omitted because that vessel has been, for several years, embraced in the estimates and appropriations as one of the vessels in commission, and employed at sea. It is also in those of the present year, and, unless a change of legislative opinion takes place, will be in those of subsequent years. But, in order that this expense may be added, if it be deemed proper to do so, it is furnished in paper I.

The statements in paper K exhibit the cost of the expedition for two years, if it be regulated by the resolution of the House; and also, what it will cost in the form recommended in the letter to the chairman (B.) It is not perceived how, under correct and economical management and control, the Peacock for two years, with every necessary and proper outfit, both material and personal, and with full allowance for wear and tear, books, instruments, &c., &c., can cost more than \$108,507.21; nor how the three vessels, under like management, and with equal preparation, can exceed \$204,344.71. Whether the Peacock, on this service, can render more essential benefits to our commercial and other interests than if employed elsewhere, is a question not embraced by the resolution which you have transmitted. It may be proper, however, to remark, that if the view taken at the Department be correct, the present aspect of our relations and interests, in all places where our vessels in commission are cruising, seems to justify the confident belief that she cannot be more useful anywhere than she would be on this expedition. There has not been a time at which she could be better withdrawn from her ordinary duties, and devoted to an enterprise, the first suggestion of which is, I believe, to be found in the recommendation in your message to Congress, on the 6th December, 1825, and which has been an object of constant and anxious solicitude, both with the Executive and a large part of the nation, since that period.

For some of the reasons which influenced the Department to recommend an enlargement of the expedition, the expense of which is exhibited in statement three of paper K, I respectfully refer to the annual report of 24th November, 1828, and to the letter of the chairman (B.)

Two vessels seem indispensable to avoid delay and ensure safety and success. The scientific persons mentioned are alike indispensable, if the profitable results are desired in the branches of science to which their attention will be directed. It is no reproach to our naval officers to affirm, that they cannot, in those branches, make the investigations and furnish the lights which would do most credit to the enterprise. They are not profound astronomers, nor are they skilled naturalists. Their employments forbid that they should be either. In their own profession, and in what relates essentially to the discharge of its duties, they neither now have, nor have they ever had, their superiors. And the expedition may be so arranged as to give to those of them who partake in it, all the duties which they can desire, and all that have ever been satisfactorily performed by men of their profession; and, at the same time, to dispose of the scientific corps in such manner that their duties may be discharged, and neither deprive the other of their appropriate credit. The Department is aware of the jealousies on this subject which have existed in expeditions fitted out by other governments, and of the unpleasant consequences—consequences against which this ought to be guarded. The obvious and inevitable effect of assigning to naval officers duties which they are not qualified to perform, has been, and must forever continue to be, a failure in useful results. The uniform history of expeditions in all nations establishes this fact; while too much has been sought for them, all has been lost to them. There is, however, no real difficulty on this subject, nor will any be found in this expedition. The commanding officer will direct and control the movements of all under his command and in his vessel; to him will the reports of their labors be made; and through him will the results be known to the government and nation. He will have a responsibility sufficiently weighty, and claims on his intelligence which will

prevent his attention to the more minute inquiries on each subject, but which, if ably answered, will ensure him all of honor and reputation which can be acquired for his rank and station in such an enterprise. The inferior officers will be directed by him to superintend the surveys, and make the charts and drafts, which are called for by the resolution of the House, and the citizens who are intended to aid in this labor will be subject to his and their direction. The commercial agent, astronomer, and naturalist, will perform their appropriate duties, without interference with those of others, and the commanding officer will be too discreet to interfere injuriously with them. The division of labor will expedite and perfect whatever is done, while a complication of duties in any one man would create confusion, and render failure inevitable. In the reports to the government the labors of each, and the merits of each, will be manifested.

Much, almost everything, will depend upon the temper of the persons employed, and on each remaining within his proper sphere; and it is hoped the selections will be such as to ensure concord, and especially that no arrangement of duties will be made, and no orders given, which will tend to lessen the just pride and the deserved honor of the navy, in which every patriot feels a deep and enduring interest.

Third. Of the "amounts transferred from different heads of appropriation, and the authority therefor."

There is but one authority under our laws which can direct a transfer from one appropriation to another, and that is the President of the United States. The Secretary of the Navy has requested from him no transfer on this subject; none has been granted by him, and none has been made. All the expenditures have taken place in the manner explained in this report, under the express sanction of the law, and if error has been committed it has resulted from a misconception of its meaning—a misconception which has prevailed in the Department for many years.

This report, (with the annexed papers,) which has been delayed since Monday last, by severe indisposition, is now respectfully submitted to your consideration.

Very respectfully, &c.,

SAMUEL L. SOUTHARD.

A.

SENATE CHAMBER, *January 22, 1829.*

Sir: By direction of the Naval Committee of the Senate, to whom was referred your report of the 27th November last, and also a bill from the House of Representatives, "to provide for an exploring expedition to the Pacific ocean and South seas," I have to ask for information on the following points, viz:

What expense has been incurred, under the direction of the Navy Department, in preparing the expedition, and what additional amount will be necessary to carry the contemplated object into effect? Under this head the committee desire to have a statement of the several amounts expended on the different objects connected with the contemplated expedition, such as the building and preparation of the ship to be employed; the number, rank, and compensation of the officers and agents who have been, or are intended to be, employed in the expedition, with the names of such as may not belong to the navy, and the duty which they are severally expected to perform.

In deciding on the expediency of the contemplated expedition, it seems to the committee necessary that they should be informed of its precise objects. The committee therefore request the views of the Department relative to this subject. It is desirable to know whether it is in the contemplation of the Navy Department merely to send out surveyors, or other scientific persons, to examine any *known* "coasts, islands, harbors, shoals, and reefs, in order to ascertain their true situation and description," or whether "the Pacific ocean and South seas" are to be "explored," with a view to the discovery of unknown regions. And, in either case, the committee would be glad to learn the views of the Department as to the particular object to which the expedition is, in the first instance, to be directed, and whether the contemplated objects will probably be attained in the course of a single expedition. Any information it may be in the power of the Department to afford on these points, or on any other connected with the subject, will be acceptable.

I am, very respectfully, your most obedient servant,

ROBERT Y. HAYNE, *Chairman.*

HON. S. L. SOUTHARD, *Secretary of the Navy.*

B.

NAVY DEPARTMENT, *January 29, 1829.*

Sir: It is probably the simplest mode in which I can answer the inquiries in your letter of the 22d instant, to state—

1. The views of the Department in relation to the exploring expedition.
2. What has been done to prepare for the execution of it.
3. The expense which has been incurred.
4. The expense which will probably be incurred.
5. The time which will be required to accomplish the objects proposed.

These five points, it is believed, will embrace answers to all your inquiries.

First. The "precise object" of the expedition is pointed out by the resolution of the House of Representatives, of 21st May, 1828, and is described in the following words: "To examine the coasts, islands, harbors, shoals and reefs in those seas, and to ascertain their true situation and description." This has always been regarded by the Department as the *object* to which all its orders and preparations were to be directed, and to which they have been uniformly and steadily directed. The resolution of the House was regarded both as the command which was to be obeyed and the authority which would justify the expenditure of the money which might be found necessary to comply with its terms.

In making the examinations required by the resolution, it will necessarily happen that "coasts, islands," &c., both "known" and "unknown," will fall under observation, and the orders would be to examine *both* as thoroughly as circumstances would permit.

Our best charts and geographical works are extremely defective as to that region of the globe. Very little is accurately known about it. Very few islands, compared with the whole number which exist there, appear upon the charts, and the locations of the few which do appear are in most instances incorrect.

It is well understood, from the experience of those of our citizens who are engaged in whaling and other pursuits in the Pacific, that there are, probably, in the southern portion of it, not less than two hundred islands, reefs and shoals, which do not appear upon any chart. The situation of these is not known to many, and perhaps with strict accuracy as to latitude and longitude, to none. Hence, all our vessels which sail there sail in constant and imminent peril, and an immense destruction of lives and property is the consequence. To discover the true "situation and description of all *these*, as well as those *better known*," is supposed to have been the object of the resolution.

It is not necessary, in answer to an inquiry from the Naval Committee of the Senate, to detail the extent of our commercial interests in the Pacific, the manner in which they are prosecuted, nor their dangers and losses. To protect and promote them, by acquiring correct information, which would render their prosecutions more safe and their extension more easy, would be the effect of executing skillfully the purpose of the resolution.

In executing the resolution, if no further direction should be given by Congress, and no appropriation made, it was the intention of the Department to send out one vessel only, the *Peacock*, which is one of the smallest sloops-of-war, with proper instructions to make the examinations called for. In this vessel would be sent skillful naval officers, with an astronomer, selected either from among the officers or among the citizens, with proper books and instruments, to fix, by accurate observation, the true situation of the islands, &c., to be examined. The naval officers would be directed to perform, in the best manner in their power, the surveys, drafts, &c., which might be required.

In the instructions, directions would be given to procure information of the present state of our commerce, the difficulties and dangers to which it is subjected, with the best means of protecting and enlarging it, and any other information which might fall in their way, and which would be profitable to the nation.

These would necessarily limit the duties to be performed in a single vessel, but in performing these there would be great *delay* and *hazard*, and the result would be much less satisfactory than is to be desired. To avoid these necessary and inevitable consequences of sending a single vessel, the Department extended its "views" further, and desiring to make the expedition useful as well as safe to those engaged in it, an anxiety was felt that Congress should, by sufficient appropriation, permit the following plan to be adopted:

That a smaller but well appointed vessel should be added to the *Peacock*, for the purposes of the examination, and a provision ship to carry provisions, &c., to them, and enable them to prosecute their labors at all times, and without the interruption which would arise from leaving their employments to seek them; that the following persons should be added to the naval officers:

1st. A person to examine and report upon the present state of our commerce, and the means of its extension and improvement in that region.

2d. An astronomer, whose observations should not only fix accurately the positions of all places examined, but who should bring home invaluable results of observations and experiments, in *everything connected with his branch of science*, and present them in such form as would demand the assent of scientific men everywhere. To him the naval officers would be assistants, and furnish all necessary aid.

3d. A naturalist, with one or two assistants, and one or two good draftsmen and surveyors. These five or six persons would be all that would be required, in addition to the officers of the vessels.

Should it be the will of Congress to pass an appropriation bill for this object, and the expedition should be fitted out in a proper manner, no doubt is entertained that great good would result to our commerce, and the expedition be found to yield, in the end, a most profitable return to the nation for the expenditure made. While seeking this result, it could not fail to be both gratifying and useful to make an extensive addition to our knowledge of the globe we inhabit, and to other useful and valuable branches of science, an addition to our stock of information, acquired almost without cost, and certainly without the slightest neglect of our commercial interests. The instructions would be so guarded as to secure attention, in the first place, to the objects of the resolution, and other matters be made subservient to them.

I do not know whether your inquiry, as to the intention to attempt a "discovery of unknown regions," may be designed to call for an expression of the views of the Department in reference to sending the expedition as far as practicable towards the pole. On that point it may be answered that the examinations both of the known and unknown islands, &c., will be, in part, in high southern latitudes, and the instructions would naturally and necessarily be to find and describe all which exist there, and as far to the south as circumstances would permit them safely and prudently to go. But they would be limited on this point, as well as others, by the object of the resolution itself, and would be directed to avoid with care the difficulty which has so often occurred to exploring expeditions, of being closed up in ice, and remaining from that cause stationary for several weeks or months. Enough would be found for them to do in the milder latitudes during the winter months.

Second. What has been done?

Orders were given to repair the *Peacock* for the expedition, and these repairs have been made.

Officers have been ordered to hold themselves in readiness, sufficient, in number and skill, for the vessel and the object.

Orders have been given to enlist seamen, of middle age and good character, and an officer has been to Nantucket, and New Bedford, to enlist a few, who are accustomed to whaling and other employments in the Pacific.

Directions have been given to prepare such mathematical and astronomical instruments and books as would be required.

The proper officer has been ordered to prepare such provisions, &c., as will be required, in addition to the ordinary provisions.

An agent has been sent to procure the best and safest information, respecting the object mentioned

in the resolution, from our fellow-citizens in the east, who have had most experience in the navigation of the Pacific.

An arrangement for a second vessel has been made, in the manner and to the effect described in the annual report to the President.

Correspondence, to a large extent, has been held with scientific men, to procure the best practical guides in selecting persons to be attached to the expedition, and in preparing instructions, should Congress permit two vessels to be sent. Arrangements have been made, on all the important points, which have, however, created no expense, and are altogether dependent on the decision of Congress.

No appointments, in the proposed scientific corps, have been made; but the individuals, who will be selected, hold themselves in readiness, should their appointment be permitted.

The Department is ready to organize the whole expedition, the moment the legislative decision is known.

Third. The expense incurred?

The repairs of the *Peacock*. What these will amount to is not yet ascertained, because the accounts have not been rendered and settled.

Directions have been given to prepare them, and, if they can be procured in time, will be transmitted to the committee. A very small portion of them will, however, be chargeable to the expedition.

The *Peacock* was very much decayed, and could not have been sent to sea without thorough repairs. The expense of these is properly chargeable to the ordinary head of repairs of the navy. Very little has been added to the vessel for the purposes of this expedition, and nothing which will be injurious in her future service in the navy.

The expense of sending the agent to the east, which has not yet been settled, but which will amount, probably, to between \$500 and \$1,000.

The expense of the mathematical books, instruments, and charts, which will amount, probably, to about \$2,000; but the greater part of the purchases will be useful and necessary to the navy, in its ordinary operations, and will be charged to contingent, under the head of instruments.

No other expense is, at this moment, recollected.

The orders of the officers have created none; and, should even the decision of the House of Representatives be reversed, and the *Peacock* itself not sent, whatever else has been done will be useful in the regular operations of the navy.

The number and grade of the officers, who hold themselves in readiness, and will go in the *Peacock*, are the same as on other services.

Fourth. The expense to be incurred?

1st. If the *Peacock* only be sent, the expense of that vessel will not be much greater than it would be if employed in any ordinary cruise; the pay of the officers will be received by them, whether engaged in this expedition, on leave of absence, or some other duty. The only additional cost to the government will be, in the books and instruments, in some extra provisions, and in paying an astronomer, should one be added. It is not to be doubted, that the cost of supporting a vessel in that ocean, and engaged in such pursuits, may be somewhat greater than if she were cruising on a cheap station near home; but the augmentation will not be large, and cannot be accurately estimated.

If the *Peacock* be not sent, she will, doubtless, be ordered on some other service, connected with the protection of our commercial and other interests; and, hence, the difference to the government, as to expense, will be very small. I do not send an estimate of the annual support of such a vessel, at sea, because it has heretofore been repeatedly communicated to Congress.

2d. If another small vessel be sent, it will be officered and manned in the usual mode, and the expense, that which is common to vessels of her size.

3d. If the expedition be prepared, in all respects, in conformity to the views and wishes of the Department, there will be added the cost and expense of the provision ship, an estimate of which is not sent, because the price has not been ascertained. The whole expense of such a vessel, at a safe calculation, will fall short of \$15,000. Like the others, she will be under the command of naval officers, who may, at times, be able to aid in the work of the expedition.

4th. The pay of five or six persons, who will be chosen from civil life, and whose average compensation may be estimated at about \$1,600, some being considerably more, and others less, than that sum.

5th. About two or three thousand dollars, for books and instruments for their use.

The sum of \$50,000, mentioned in the bill which has passed the House of Representatives, will be sufficient to enable the Department to fit out the expedition in a satisfactory manner; and there will be no further expense incurred, except the support of the vessels in subsequent years. Unless, indeed, it shall be the will of Congress, as I do not doubt that it will, to make some small additions to the pay of those employed, when they return, should their services and sufferings have been severe, and the expedition honorable and profitable, in its results to the nation; an issue confidently anticipated by its friends.

Fifth. The time required to accomplish the object?

This must depend on two circumstances:

1st. The extent of the surveys to be made.

2d. The number of vessels employed.

If it be required to fix the true situation and description of all the coasts, islands, &c., in the Pacific and South sea, it cannot be accomplished within several years; certainly not within the period during which one expedition ought to be absent. But a very large, and much the most important portion of the Southern Pacific, (into which our enterprising fellow-citizens go, in pursuit of commercial objects, and which is least correctly known and laid down on our charts, and therefore most important to be examined,) may be thoroughly explored within two or three years, which is the proper period for an expedition to be absent, and that to which the present one would be limited by the Department. Whether another should be sent out after its return, will depend on the result of this, and may well be left to the future for decision.

If one vessel be sent alone, it will not be able to accomplish all that could be desired. If two be sent, and they are so provided that they may be constantly engaged in the higher latitudes when the season will permit, and in the lower latitudes when driven back from the higher, it is believed that accurate charts may be made of many degrees of latitude, within two years and a half, and all scientific

objects connected with the expedition be satisfactorily advanced. It is not to be doubted that the two vessels will perform more than double the amount of actual surveys which could be made by one, independent of all considerations connected with matters of science.

You will perceive that, upon this point of time, no convincing speculation can be presented; it must be in exact proportion to the labor to be performed. The more coasts, islands, &c., there are to examine, the longer will it take to examine them; and as it is believed that these are very numerous, it would be uncandid to pretend that a short period would be sufficient.

But there is a consideration connected with this view, which relieves it from some of its objections: the necessity for the expedition is in exact proportion to the extent of examinations to be made, and to our ignorance of the objects to be examined.

It is believed that two or three years, steadily employed, would accomplish most of the "objects of the resolution."

I am, very respectfully, &c.,

Hon. ROBERT Y. HAYNE, *Chairman of the Naval Committee, Senate.*

SAM'L L. SOUTHARD.

C.

Report showing the cost of the materials and labor of every description, used in repairing the United States ship Peacock, at the United States Navy yard, New York.

Whole amount of materials.....	\$52,379 97	
Whole amount of labor	29,410 25	
		\$81,790 22
Deduct—		
Amount of materials and labor in making temporary spar decks, per constructor's estimate, marked B.....		\$1,943 21
Amount of articles returned into store, viz:		
In master's department.....	\$2,165 24	
In sailmaker's department.....	2,313 11	
In boatswain's department.....	516 76	
In carpenter's department.....	168 30	
In gunner's department.....	3,814 85	
Old copper.....	1,275 60	
Ten gun carriages	590 00	
One boat	80 00	
		10,923 86
Materials for spar sails	\$3,611 61	
Labor on spar sails.....	582 01	
		4,193 62
		17,060 69
Amount properly chargeable to repairs of United States ship Peacock.....		
		\$64,729 53

The cost of six medium eighteen-pounder cannon and carriages, now on board, is included in the above report; and she has not been credited for her original armament twenty thirty-two-pounder carronades, and two long twelve-pounders, with carriages, which are in the yard, reserved for her future use. Estimated worth \$4,008.

TUNIS CRAVEN.

UNITED STATES NAVY YARD, *New York, January 31, 1829.*

Commodore ISAAC CHAUNCEY, *Commandant United States Navy Yard and Station, New York.*

B.

Estimate of the cost of constructing and completing a temporary spar deck, to connect the poop and foreccastle decks of the United States sloop-of-war Peacock, repaired at the United States Navy yard, New York, in 1828, including the cost of all extra work arising from the same.

Labor.....	\$1,038 75
Materials.....	904 46
	\$1,943 21

Respectfully submitted.

S. HART, *N. C.*

J. CHAUNCEY.

UNITED STATES NAVY YARD, *New York, January 30, 1829.*

D.

Expense incurred in fitting out the Peacock for the exploring expedition.

1. Extra expenditure in the repairs of the Peacock, paper C.	\$1,943 21
2. Compensation to agent.....	1,116 00
3. Cost of mathematical and astronomical instruments, estimated at	2,000 00
	<u>\$5,059 21</u>

E.

Estimate of expense which will probably be incurred in fitting out the Peacock.

1. Amount already incurred, (D).....	\$5,059 21
2. Extra provisions	3,000 00
3. Books, maps, &c.....	1,000 00
4. Contingencies	2,000 00
	<u>\$11,059 21</u>

NOTE.—The expense of persons other than naval officers is included in the estimate of annual expense of supporting the vessel.

F.

NAVY DEPARTMENT, June 30, 1828.

SIR: Your letter of the 26th is received. It is important to the success of this expedition that the most full and accurate information be procured of the present state of knowledge among our navigating citizens in the eastern States, respecting the portions of the globe to and through which the expedition will sail; and also of the present state of our commerce in them. To both these objects I wish you to direct an earnest attention, and as early as practicable send the results to the Department.

I have stated my views so fully in conversation that it does not seem very necessary here to repeat them, but I will endeavor in a few days to give instructions more in detail, addressed to you at some place through which you pass in the eastern States.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

J. N. REYNOLDS, Esq., New York.

G.

Estimate of expense of fitting out two vessels, with a store ship.

1. Amount of paper, (E)	\$11,059 21
2. Cost of second ship	10,000 00
3. Cost of store ship.....	15,000 00
4. Additional instruments, books, &c.	3,000 00
5. Contingencies	3,000 00
	<u>\$42,059 21</u>

NOTE.—The scientific corps is estimated in the annual expense—the pay not commencing until the vessels are put in commission.

H.

Estimate of the annual expense of supporting the Peacock and two other vessels, while on an exploring expedition.

1. Expense of the Peacock.....	\$39,724 00
2. Expense of second vessel.....	17,365 75
3. Expense of third vessel	11,813 00
4. Pay to scientific corps	10,000 00
5. Contingencies	10,000 00
	<u>\$88,892 75</u>

NOTE.—The estimate for scientific corps and contingencies is probably too large.

I.

Estimate of the expense of the sloop-of-war Peacock for one year on an exploring expedition.

One master commandant.....	\$1,176 25
Five lieutenants.....	4,825 00
One master.....	662 50
One purser.....	662 50
One surgeon.....	1,327 50
One surgeon's mate.....	1,027 50
Ten midshipmen.....	2,280 00
One boatswain.....	331 25
One gunner.....	331 25
One carpenter.....	321 25
Four carpenter's mates.....	912 00
Four quartergunners.....	864 00
One steward.....	216 00
One armorer.....	216 00
One cook.....	216 00
Thirty-five able seamen.....	5,040 00
Thirty ordinary seamen.....	1,200 00
Fifteen stout boys.....	1,440 00
Provisions.....	\$23,059 00
Medicines and hospital stores.....	7,665 00
Wear and tear, and outfits.....	1,000 00
Total amount.....	\$39,724 00

Estimate of the annual expense of a vessel of three hundred tons, designed to accompany the Peacock on an exploring expedition.

One lieutenant commanding.....	\$1,176 25
Three passed midshipmen, as lieutenants.....	2,895 00
One passed midshipman, as master.....	662 50
One purser.....	662 50
One surgeon's mate.....	1,027 50
Four midshipmen.....	912 50
One steward.....	216 00
One cook.....	216 00
Ten able seamen.....	1,200 00
Six ordinary seamen.....	720 00
Six stout boys.....	576 00
	\$10,263 75
Provisions.....	2,492 00
Wear and tear, and outfits.....	4,000 00
Medicines and hospital stores.....	600 00
	\$17,355 00

Estimate of the annual expense of a vessel of two hundred tons, to accompany the Peacock on an exploring expedition.

One lieutenant commanding, or passed midshipman, as lieutenant.....	\$2,176 50
One surgeon's mate.....	1,027 50
One passed midshipman, as master.....	662 50
Three midshipmen.....	684 00
One steward.....	216 00
One cook.....	216 00
Eight able seamen.....	1,152 00
Five ordinary seamen.....	600 00
Five boys—stout.....	480 00
	\$6,214 25
Provisions.....	2,098 75
Wear and tear, and outfits.....	3,000 00
Medicines and hospital stores.....	500 00
	\$11,813 00

K.

STATEMENTS.

1. *Of the cost of fitting out and supporting the Peacock on an exploring expedition.*

1. Amount of paper (E).....	\$11,059 21
2. Expense of support for one year, (paper I).....	39,724 00
3. Commercial agent and astronomer.....	4,000 00
4. Contingencies	5,000 00
First year	\$59,983 21
5. Expenses of second year, deducting item 1	48,724 00
Amount for two years	<u>\$108,507 21</u>

2. *Cost of fitting out and supporting two additional vessels for one year.*

1. Amount of paper G, deducting item 1	\$31,000 00
2. Support for one year, (I).....	29,168 75
3. Naturalist, draftsman, and two assistants	6,000 00
4. Contingencies	5,000 00
5. Support for second year, deducting item 1	40,168 75
	<u>\$111,337 50</u>

3. *Expense of the three vessels for two years.*

1. Of the Peacock	\$108,507 21
2. Of the two other vessels	111,337 50
	<u>\$219,844 71</u>
Deduct value of the two vessels, instruments, books, maps, charts, &c. on their return— say one-half the original price	15,500 00
	<u>\$204,344 71</u>

NOTES.

1. The estimate for contingencies and scientific corps, probably too high.
2. The expense of the Peacock on this will probably be less than on any other service, as she will be less fully manned than as a ship-of-war.
3. As she now is, and probably will continue to be a ship in commission, if her support as a vessel in commission for two years be deducted

\$79,448 00

It will leave

\$124,396 71

As the actual call upon the treasury beyond what will be borne if the expedition be not authorized.

20TH CONGRESS.]

No. 388.

[2D SESSION.]

ON THE CLAIM OF HENRY ECKFORD FOR RENT OF LAND AT SACKETT'S HARBOR FOR THE USE OF THE VESSELS OF THE NAVY, AND PURCHASE OF SAME FOR THE UNITED STATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 17, 1829.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the petition of Henry Eckford, respectfully reported:

By the papers referred to the committee, it appears that Captain Isaac Chauncey, while in command at Sackett's Harbor during the late war, as the agent of the United States, and for the use thereof, and with the public money, purchased three pieces of land at Sackett's Harbor, and which were afterwards conveyed by him to the then Secretary of the Navy.

By the extracts from the records of deeds in the county of Jefferson, it appears that Capt. Chauncey obtained the following conveyances, on the said extracts, numbered—

No. 6. By deed dated December 28, 1814, in consideration of \$3,000, of "Navy Point," so called, and whereon the military establishment of Fort Tompkins is erected.

No. 7. May 10, 1814. Consideration \$193.75, of about three acres three rods and twenty perches, called "hospital ground."

By the papers in the case, these parcels of land appear to have been conveyed by Mr. Eckford for

the original consideration paid therefor by Capt. Chauncey, with interest thereon up to the time of purchase. One moiety was conveyed July 1, 1815, and the residue in 1820, by contract executed in 1822.

The papers in this case contain the most satisfactory proof that the purchase of these two lots was made by Captain Chauncey, as the agent of the United States, for the use of the United States, and were in point of fact paid for by the public money, and the money by him regularly charged in account against them, but which, as is alleged by him and the Secretary of the Navy, was disallowed by the proper accounting officers of the government.

By the report of Captain Woolsey to the Navy Commissioners, of August 24, 1816, it appears that, on Navy Point, he erected a small and cheap barrack before the war, and in 1812 the work called Fort Tompkins; that Captain Chauncey purchased the property, in aid of the military and naval operations of the government; that, after this purchase, Captain Chauncey "made some addition to the work, by erecting two flanks to the battery, raised the merlons, erected platforms, built the marine barracks, block-house, and a rigging loft, and had the whole picketed and palisaded in." "On Navy Point is the New Orleans, covered with a superior framed building, affording store room enough for whatever this station can possibly require; also, a joiner's and boat builder's shop, a mess house and blacksmith's shop." "All the improvements on Navy Point have been made by the Department." "The buildings on the point are valued at not less than \$16,000." "The value of the hospital is \$3,500."

The Secretary of the Navy, in his letter of January 7, 1829, to the chairman of the Committee on Naval Affairs, states that "Mr. Eckford built a house on part of the land, which [house] was purchased of him by Com. Chauncey, to be used as a hospital, for the sum of \$2,478, and paid on the 28th January, 1815." As this is said in answer to an inquiry of the moneys paid by the United States to Mr. Eckford, the committee understand by it that the United States have paid Mr. Eckford for the hospital buildings, with the incidental right to use them as a hospital.

All these facts were well known to Mr. Eckford at the time of his purchase of these two lots. He built the ship standing on Navy Point, and was familiarly acquainted with the progress of the public works at Sackett's Harbor. On his application to Congress for relief in the premises, the committee consider Mr. Eckford as a purchaser from the trustee of the United States of the trust estate, with a full knowledge of the trust, bound in equity and good conscience to execute that trust, and secure to the United States the use of the property in question, and entitled to all the benefits of a trustee holding this property for their use. These benefits are, on the execution of a proper conveyance, to receive of the United States the consideration money paid, and remaining unpaid, the interest thereon, and any actual expense which the trustee may have necessarily incurred in the care and preservation of the trust estate.

The information in the possession of the committee may not enable them to ascertain the precise amounts of these moneys. But they can approximate to it, so as not to do injustice to Mr. Eckford.

The original consideration money for Navy Point and hospital ground, as above stated, is \$3,193.75; the annual interest on which, at 7 per cent., the legal rate of interest in that State, \$223.56; and by Mr. Eckford's account, it appears that the Secretary of the Navy has paid him, as for the rent of this property, at the rate of \$290 per annum, for eight years, from January 1, 1815, to January 1, 1823, amounting to \$2,320. As this supposed rent greatly exceeds the interest on the consideration for the period specified, it may be considered as a full compensation for such interest, and all reasonable charges for the care of the trust estate, during the period alluded to.

The consideration money will then be.....	\$3,193 75
The interest thereon, from the first day of January, 1823, at 7 per cent. per annum, the legal rate of interest of the State where the estate is situate, to May 1, 1829, six years and four months, will be.....	1,415 88
	\$4,609 63

The committee are not informed that Mr. Eckford has been subject to any charges for the care of this land, since January 1, 1823; and they consider the great rent paid for the then eight preceding years as an ample satisfaction of all prior claims, if any, of that nature. They report a bill to enable the Secretary of the Navy, on the execution of a proper conveyance to the United States, to pay to Mr. Eckford the consideration money for these two lots of land, and the unpaid interest thereon.

The papers laid before the committee do not contain such information as to enable the committee to decide on the subject of the claim for the property at Sackett's Harbor. If, as the committee are informed, one of the public vessels has been built thereon with the consent of the owners, and is standing thereon, it would be just for the United States to pay a ground rent for so much of the land as has been and is actually occupied by the United States. In his letter to the Secretary of the Navy, of January 29, 1828, Mr. Eckford offers to sell his property at Sackett's Harbor for \$5,000, and describes it as three hundred acres of land, covered with heavy timber. At this rate, the land would average \$16 $\frac{2}{3}$ per acre, a high price for wood land in that quarter of the country. The committee have no information of the precise quantity of the land actually occupied by the United States. A few acres would appear to be sufficient; and though they may be of greater than the average value of the lot, it appears that the value of the land occupied by the United States is small, and that, as it is a part of a wood lot, the rent would be quite small. The annual appropriations have and will put in the power of the Secretary of the Navy to pay any such reasonable rent. On the propriety of the United States purchasing this land, the committee have not the information to enable them to judge.

20TH CONGRESS.]

No. 389.

[2D SESSION.]

ON THE PRIVATEER PENSION FUND, AND THE PENSIONS CHARGEABLE THEREON.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 17, 1829.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the report of the Secretary of the Navy, made to the President of the United States, November 27, 1828, made the following report, on so much thereof as relates to the privateer pension fund, and the pensions chargeable thereon.

That the privateer pension fund was instituted by the 17th section of the act of June 26, 1812. (Vol. 4, p. 453.) Two per centum of the prize money arising from captures and recaptures, by the private armed vessels of the United States, are appropriated "*and pledged by the Government of the United States, as a fund for the support and maintenance of the widows and orphans of such persons as may be slain, and for the support and maintenance of such persons as may be wounded and disabled on board of the private armed vessels of the United States, in any engagement with the enemy; to be assigned and distributed in such manner as shall hereafter by law be provided.*"

The fund was therefore created for two purposes; first, the *maintenance of widows and orphans of those slain; and second, of the wounded and disabled.* As this is a charitable fund, *pledged to these purposes, the committee do not feel at liberty to inquire into the policy of discontinuing the application of it to the "maintenance of the widows and orphans of those slain."* The United States, as trustee, stands pledged to apply it to this purpose; and as it is the first set down in favor of the contributors, it is reasonable to judge it was dearest to them. They appear, like *husbands and fathers*, to have felt more for their *wives and children* than for *themselves*, and to have been desirous of first providing for them; and the committee cannot desire to see this *man'y* wish defeated.

The second section of the act of February 13, 1813, (vol. 4, p. 498,) grants pensions to officers, seamen or marines, in the private armed vessels, "*who shall have been wounded or otherwise disabled in any engagement with the enemy,*" and fixes the rates of pension for the greatest disability; a copy of which section is annexed. By the act of August 2, 1813, (vol. 4, p. 631.) this act is explained and extended so as to grant pensions to those "*who shall have been wounded or otherwise disabled in the line of their duty,*" &c. This is perhaps an extension beyond the object declared in the act instituting the fund.

The pensions chargeable on this fund to widows and children are granted by the *first* section of the act of March 4, 1814, (vol. 44, p. 652,) and extend to all cases where the officer, seaman or marine, in the private armed vessels, "*shall die, or shall have died, (since June 18, 1812,) by reason of a wound received in the line of his duty.*" The term is limited to four years, and also to the widowhood of the pensioner, and to children under 16 years of age, and is charged exclusively on this fund, and is limited to half the monthly pension to which the deceased, if disabled, would have been entitled by law.

These pensions to the widows and children, charged on this fund, were *extended* by the act of April 16, 1818, sec. 2, (vol. 6, p. 291,) for the *further term of five years.* And the *second* section grants a like pension for five years, on the usual limitations, to the widows and children of such "*officers, seamen and marines,*" as "*shall have died since, (June 18, 1812,) in consequence of any accident or casualty which occurred while in the line of his duty.*"

All these pensions to widows and children are *extended* by the act of April 9, 1824, (vol. 7, p. 232,) for the "*further term*" of five years, from and after the period of the expiration of the said pensions respectively. This act grants no new pensions, and only extends the period of those already granted.

The act of May 26, 1824, continues for five years the pensions to widows and orphans charged on this fund, and which before the passage of the act of April 9, 1824, had expired.

The second section of the act of May 23, 1828, (vol. 8, p. 66,) *extends* the pensions chargeable on the privateer pension fund, granted to all widows, in the words of the act, "*who now are, or at any time within one year have been, in the receipt thereof, under the provisions of the following laws,*" namely, the acts of March 4, 1814, and April 16, 1818.

The Secretary of the Navy, in his report to the President, of November 27, 1828, says: "It will be perceived by this statement that, at the date of the act of the last session, (23d May, 1828,) and for one year preceding it, there were no persons in the receipt of a pension under the acts of 1814 and 1818; the pensions under those acts having expired two or three years preceding."

The committee do not seek to disturb any restraining rule, adopted by any of the executive departments of the government, and think it desirable that each should, as in this case, confine itself within its certain powers.

The state and condition of the fund in 1827, is stated in the annexed letter of the Secretary of the Navy, to the chairman of the committee, of February 21, 1828.

At one time the stocks of the fund amounted to	\$299,580 65
They had, in 1827, been reduced	138,882 41
Leaving only	70,698 24
Yielding an interest of	4,241 89
The probable annual expense to the fund, for the pensions of the disabled officers, seamen and marines, was estimated at	5,000 00

The actual amount of money remitted to pay pensions charged on this fund, from 1818 to 1827, both inclusive, was \$250,402.04, or \$25,040.20 average for each of the ten years. The first of these years required \$17,532; and in 1827 there was required \$17,284. Hence, it appears, that not even the pensions of the invalids can be paid without invading the principal money of the fund; and if the pensions of the widows are also to be paid, a rapid reduction must take place in the money of the fund.

The progress of the fund for 1828 is stated in the letter of the Secretary of the Navy to the chairman of the Committee on Naval Affairs, of February 11, 1829, and is briefly—

1. Amount of its stock at the close of 1828 was	\$68,272 50
2. Income during 1828	4,210 60

3. Pensions chargeable to the the fund for that year were—

To invalids	\$6,220 00	
To widows and orphans	10,830 00	
		\$17,050 00

The invalid pensions, therefore, exceed the income of the fund by \$2,008.40; and the aggregate of invalid widows and orphans' pensions exceed that income by \$13,939.40.

Your committee must remark that the evident design of the act establishing the fund was to place the pensions of the *widows* and orphans on at least as favorable a footing as that of invalids. The orphan children of those *slain* in the private armed vessels of the United States must all, or nearly all, have attained an age when they *can*, by industry, provide for themselves. Humanity may not oblige Congress to burthen the fund with pensions for them; but the widow of the deceased has become aged and enfeebled; she was pensioned when she was younger and more active, and humanity forbids that her pension should be taken from her to enable the fund to support others who, though wounded and disabled, were less unfortunate than the brave men who, slain in our battles, left this fund a legacy, *first* to the widow, and after her to the *invalid*. The committee are of opinion that the pensions allowed should have been so graduated as not to have exceeded the annual product of the fund; or if to have exceeded it at all, yet in so small a sum as to have rendered it certain that the pensions granted to persons when young should not be denied to them under the increase of years and infirmities.

Adopting this principle, and estimating as well as may be the uncertain information obtained on the subject, the committee recommend—

1. The appropriation to the fund of \$50,000.

2. The reduction of the invalid pensions for the highest rate of disability, thus:

Of a captain, from \$20 to \$10 per month.

Of a lieutenant and sailing-master, from \$12 to \$8 per month.

Of a marine officer, boatswain, gunner, carpenter, master's mate, and prizemaster, from \$10 to \$7 per month.

All other officers, from \$8 to \$6 per month.

Of a seaman, or marine, from \$6 to \$5 per month.

3. The widows to one-half these rates *proposed* for the greatest disability.

This reduction in the rates of the pensions is forced upon the committee by the exhausted condition of the fund, and the extreme necessities of the pensioners. Such a distribution of the charity appears indispensably necessary to afford to the widows the aid contemplated by the institution of the fund; and the committee do not believe that there is in the proposed measure any breach of the public faith to the invalids. So far from it, they are convinced that *good faith requires that the widows should be made participants in the benefits of the fund*. They believe that no generous but disabled seaman would willingly partake in this fund to the exclusion of the aged and helpless widow of the companion of his toils and dangers; and they think that a past rather improvident exhaustion of the fund ought not to withdraw from the widow, or the wounded, and now aged and enfeebled pensioner, the pension which a more prudent management of the fund would have continued.

All these pensions are by express words limited to the privateer pension fund alone. But the committee believe that public policy requires the appropriation now recommended in aid of it.

The statesman who shall induce the nations to concur in one common judgment to denounce and punish as contrary to the law of nations the right of *warfare on private property* on the high seas, will be the greatest benefactor of mankind. While the right remains, to this country, at least, the right of *private warfare* under letters of marque and reprisal will be of inestimable value. Every act which will make the exercise of this right difficult, slow, and expensive, in so far destroys the common defence. Every act which makes the exercise of this right easy, speedy, and efficient, contributes to the security of peace by the danger it threatens to the public enemy in war. And the exercise of this right, by the destruction of the enemy's commerce, by the rewards it confers on our brave and patriotic fellow-citizens, is among our best, most extensive, and most efficient means of conquering an honorable peace.

The committee, therefore, feel it a strong duty to furnish the relief contemplated by the men whose valor and enterprise collected this fund from the grasp of the public enemy, that in all times coming the citizen may in his own private armed vessel, with the more safety, alacrity, and zeal, engage in the defence of the republic.

Letter from the Secretary of the Navy to the chairman of the Committee on Naval Affairs in the House of Representatives.

NAVY DEPARTMENT, February 21, 1828.

Sir: In reply to the inquiries contained in your letter of the 15th instant, in relation to "the expediency of continuing the act providing for the allowance of pensions from the privateer pension fund," I have the honor to submit the following statement:

First. As regards "the state of the fund, and its probable productiveness for some years to come."

The fund consists of six per cent. stock of the United States, to the amount of \$70,698.24, yielding an annual interest of \$4,241.89. A portion of this stock has been reimbursable since the first day of January, 1827, and the residue since the first day of the present year; so that the whole is now subject to redemption at the pleasure of the United States.

The stock belonging to this fund at one time amounted to \$209,580.65; but the interest proving insufficient to discharge the claims admitted under the several acts authorizing the issue of pensions, sales of portions of the stock, at various times, became inevitable, to enable the Department to pay the semi-annual allowances granted to the pensioners. Stock to the amount of \$138,882.41 has been sold, on which a premium of \$7,408.69 has been realized; and further sales must take place semi-annually, the interest being inadequate to pay the pensions chargeable to the fund.

Second. As respects "the number and probable expense to the fund of the officers, seamen, and marines, whose pensions are charged upon it."

Provision was made for persons disabled in private armed vessels, by the acts of Congress of the 13th of February and 2d of August, 1813; and under these acts, relief has been afforded to 107 persons, who are entitled to pensions so long as their disability continues. Of this number, some are known to have died; others, who have not claimed their pension for several years, are also probably dead, though their death has not been reported to the Department; and new claimants occasionally yet present themselves, and succeed in establishing their right to a participation in the benefits of the fund. The expense occasioned to the fund by this description of pensioners may be estimated at about \$5,000 per annum.

Third. As respects "the number of widows yet unmarried, and children under the age of sixteen years, whose pensions are charged on the fund, and the probable future annual expense to the fund by reason of the continuance of the pensions of such widows and children,"

Since the passage of the acts of Congress of the 9th of April and 26th of May, 1824, authorizing a further renewal for the term of five years, the widows and orphans of 159 persons, slain or lost during the late war, in private armed vessels, have been placed on the pension list, and paid, semi-annually, a sum equal in amount to half the pay to which the deceased persons, whom they respectively represent, were entitled at the time of their death. Some of these have already received the fifteen years' allowance authorized by law, and their pensions have, of course, been discontinued. The pensions of the others will expire at different periods between the present time and the year 1830, when all will have received an allowance for fifteen years, and the several pensions expire by the limitation of the term authorized by law, unless Congress shall make provision for a further renewal.

Under the act of 4th of March, 1814, the widows and orphans of 203 persons were placed on the pension list. Under the act of 16th of April, 1818, the widows and orphans of 186 persons had their pensions renewed and increased. Under the acts of 9th of April and 26th May, 1824, as before observed, the widows and orphans of 159 persons have had their pensions further renewed. From a comparison of these numbers, the committee will see what decrease has taken place, on account of intermarriages, deaths, children attaining the age of sixteen years, and of the failure of persons entitled to pensions to establish their claims.

It being difficult to estimate with accuracy the annual expense chargeable to this fund for any future year, I subjoin a statement, showing the actual amount remitted from the treasury to pay privateer pensioners, for each of the last ten years.

The remittances were as follows:

In 1818.....	\$17,532 00
In 1819.....	28,759 00
In 1820.....	35,065 33
In 1821.....	37,010 00
In 1822.....	25,032 20
In 1823.....	18,042 51
In 1824.....	19,499 00
In 1825.....	32,066 00
In 1826.....	20,112 00
In 1827.....	17,284 00

From the preceding views, it is evident, unless Congress shall make an appropriation to aid the fund, it will, in a few years, be exhausted, and the widows and orphans of those slain or lost, as well as the persons who were wounded and disabled, in the private armed vessels of the United States, be left without any pension or allowance to contribute towards their support and maintenance.

If more particular information respecting this fund be required, permit me to refer you to a detailed report, made by the Secretary of the Navy to the Speaker of the House of Representatives on the 27th of March, 1820, and to another report from the Department, made to the honorable James Lloyd, chairman of the Naval Committee of the Senate, on the 24th January, 1824, both of which were printed, and will be found among the documents.

I am, very respectfully, &c.,

SAM'L L. SOUTHARD.

HONORABLE MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

NAVY DEPARTMENT, *February 11, 1829.*

SIR: I have had the honor to receive your letter, dated the 10th instant, making inquiries in relation to the privateer pension fund.

First. As to the amount of its stock at the close of the year 1828.

Second. The income of the stock during that year.

Third. The amount of invalid pensions chargeable on the fund for that year.

Fourth. The amount chargeable on account of pensions granted to widows and orphans.

I enclose you a statement from the Register of the Treasury, which contains solutions to the first two queries, and shows that the amount of stock belonging to the fund, at the close of 1828, was \$63,272.50; and that the stock of the fund, during the year, yielded an income of \$4,210.60.

The amount of invalid pensions chargeable to the fund during that year was \$6,220; and the amount on account of pensions to widows and orphans \$10,830.

All which is respectfully submitted.

SAM'L L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

Extract from an act regulating pensions to persons on board private armed ships. Approved Feb. 13, 1813.

SEC. 2. *And be it further enacted*, That the Secretary of the Navy be authorized and required to place on the pension list, under the like regulations and restrictions as are used in relation to the navy of the United States, any officer, seaman, or marine, who, on board of any private armed ship or vessel bearing a commission or letter of marque, shall have been wounded, or otherwise disabled, in any engagement with the enemy; allowing to the captain a sum not exceeding twenty dollars per month; to lieutenants and sailingmaster a sum not exceeding twelve dollars each per month; to marine officer, boatswain, gunner, carpenter, master's mate, and prizemasters, a sum not exceeding ten dollars each per month; to all other officers a sum not exceeding eight dollars each per month, for the highest rate of disability, and so on in proportion; and to a seaman, or acting as a marine, the sum of six dollars per month, for the highest rate of disability, and so on in proportion: which several pensions shall be paid by direction of the Secretary of the Navy out of the fund above provided, and from no other.

Extract from the letter of the chairman of the Committee on Naval Affairs, of December 15, 1828, to the Secretary of the Navy.

The committee also direct me to ask of your Department information relative to the privateer pension fund, and the pensions of widows charged thereon. Has that fund been reduced by any loss? and if so, when, from what cause, how, and to what amount? Should no addition be made to the fund, would it, in the opinion of your Department, promote the interests of the naval service to renew the expired pensions to widows charged on that fund?

The special inquiries stated in this note are not intended to limit the information sought in the more general statement of the subjects embraced in it.

Extract of a letter of the Secretary of the Navy to the chairman of the Committee on Naval Affairs, dated January 26, 1829, in answer to the above.

I do not perceive that I can, without special inquiry from you, give any information respecting the privateer pension fund, which is not embraced in my report to the President. The fund has not been diminished by any losses. See my letter to you, 21st February, 1828, documents H. R., No. 244.

If no addition is to be made to the fund, I think it would not promote the public interest to renew the pensions of widows. They have already enjoyed considerable benefit from the fund, and if the balance is to be expended either on them or on the seamen who have been actually wounded and still survive, the latter ought to have the benefits: between the two, they ought to be preferred.

20TH CONGRESS.]

No. 390.

[2D SESSION.]

STATEMENT OF THE CONDITION OF THE NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 20, 1829.

NAVY DEPARTMENT, February 20, 1829.

SIR: In compliance with the resolution of the House of Representatives, of the 3d instant, I have the honor to transmit, herewith, papers numbered from 1 to 7 inclusive, which contain the information required. Paper 7 contains the annual statement of the commissioners of the fund, for the year ending the 31st December, 1824; in relation to which, it is proper to add, that, at this length of time, it is impossible to assign, with certainty, the exact cause of its omission in the annual reports of that year; but is supposed to have been overlooked in the hurry and pressure of the business of the Department.

I am, respectfully, &c.,

SAMPL L. SOUTHARD.

To the SPEAKER of the House of Representatives.

Resolved, That the Secretary of the Navy be directed to report to this House, in relation to the navy pension fund—

First. A statement of the stocks and money belonging to the fund, and the value of such stocks other than those of the funded debt of the United States, on the 31st day of December, 1828.

Second. And the following statements, giving the aggregate of the last fifteen years, and exhibiting the amount in each year:

1. Of moneys received from the sale of prizes.
2. Of the annual product or income of the fund.
3. Of the losses sustained by the fund, when they accrued, and the cause and amount of each loss; considering the purchase of any stocks above, or the sale thereof below the nominal value as a loss, to the amount of the premium or discount paid, and the commission paid for making such purchase or sale.
4. The amount of pensions actually paid by the fund.
5. The amount of moneys paid other than pensions, and for what purposes.

6. The account of the treasurer of the fund for the year 1828.

7. The annual statement of the commissioners of the fund for the year ending December 31, 1824, and the cause why the same has not been heretofore transmitted to this House.

No. 1.

Statements in relation to the navy pension fund, prepared in obedience to a resolution of the House of Representatives, passed 3d February, 1829.

	Nominal.	Cost.
<i>First.</i> Amount of the stocks belonging to the fund, on the 31st December, 1828, to wit: United States stocks, as appears by the annual report of the Treasury, unredeemed.....		\$613,032 96
Amount of Columbia Bank stock.....	\$92,600 00	99,502 60
Amount of Washington Bank stock.....	14,000 00	14,260 00
Amount of Union Bank stock.....	15,000 00	15,340 50
The price current of the stocks of the district, quotes the Washington Bank stock at		
The price current of the stocks of the district quotes the Union Bank stock at		
<i>Second.</i> And the following statements, giving the aggregate of the last 15 years; from 1st January, 1814, to 31st December, 1828:		

1. Of moneys received from the sale of prizes, to wit:

In 1814.....	150,367 45	
In 1815.....	44,347 15	
In 1816, (none).....		
In 1817.....	13,609 49	
In 1818.....		
In 1819.....	174,848 01	
In 1820.....	8,013 28	
In 1821.....		
In 1822.....	634 20	
In 1823.....		
In 1824.....	53,374 88	
In 1825.....	4,297 55	
In 1826.....		
In 1827.....	2,202 50	
In 1828.....		
		<u>451,694 51</u>

2. Of the annual product or income of the fund—being interest and dividends of stock, to wit:

	Nominal.	Cost.
In 1814.....	\$31,392 37	
In 1815.....	39,245 01	
In 1816.....	32,589 08	
In 1817.....	32,153 08	
In 1818.....	57,241 32	
In 1819.....	57,706 42	
In 1820.....	52,329 65	
In 1821.....	53,338 27	
In 1822.....	52,653 50	
In 1823.....	49,016 10	
In 1824.....	46,339 94	
In 1825.....	46,606 31	
In 1826.....	47,482 24	
In 1827.....	47,519 06	
In 1828.....	40,569 58	
		<u>\$709,181 93</u>

3. Of the losses sustained by the fund, considering the purchase of any stocks above, or the sale thereof below the nominal value, as a loss to the amount of the premium paid, and the commission for making such purchase.

	Commissions.	Nominal.	Cost.
In 1814.....		\$300,814 43	\$250,000 00
In 1815.....	\$714 84	139,578 80	142,968 26
In 1816.....			
In 1817.....	253 75	100,000 00	101,500 00
In 1818.....	693 00	66,000 00	69,300 00
In 1819.....	825 48	99,709 00	102,572 00
In 1820.....		9,433 06	10,000 00
In 1821.....		24,759 09	27,000 00
In 1822.....		9,090 90	10,000 00
In 1823.....		17,664 60	18,500 00
In 1824.....		4,285 71	4,500 00

	Commissions.	Nominal.	Cost.
In 1825 .....	.....	\$23,653 77	\$25,000 00
In 1826 .....	.....	17,735 54	18,500 00
In 1827	\$547 08	145,985 45	146,834 90
In 1828 .....	.....	12,765 54	13,000 00
	<u>\$3,034 15</u>	<u>\$971,476 99</u>	<u>\$939,675 16</u>

Nominal amount	\$971,476 99
Cost	939,675 16

In favor of the fund	<u>\$31,801 83</u>
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The amount of the Columbia Bank stock, considered a loss to the fund	\$99,502 60
4. The amount of pensions paid by the fund for 15 years ending 31st December, 1828, as far as accounts have been received and settled	465,609 83
5. The amount of moneys paid, other than pensions, and for what purposes, the last fifteen years	<u>12,102 85</u>

This amount is a contingent charge upon the fund, for commissions allowed to the loan officers on payments to pensioners. Salary of the agent for paying pensions in the district, who is also clerk of the pension accounts generally, each \$250 per annum. Printing and stationery for the fund, and commissions paid for the purchase of stocks.

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 12, 1829.*

The United States in account with T. T. Tucker, agent for the navy pension fund.

Dr.

To warrants paid, viz:

January 6, 1824.

No. 212. E. L. Pearce, pensioner	\$160 00
No. 213. Timothy Fuller, attorney	257 80
No. 214. President United States Branch Bank, Charleston	1,670 24
No. 215. George MacDaniel, agent	500 00
No. 216. Hannah Hazen, pensioner	360 00
No. 217. T. T. Tucker, treasurer, &c.	7,000 00
No. 218. President United States Branch Bank, Boston	4,500 00
No. 219. President United States Branch Bank, Providence	150 00
No. 220. President United States Branch Bank, Hartford	250 00
No. 221. President United States Branch Bank, New York	4,500 00
No. 222. President Bank of the United States	3,000 00
No. 223. President United States Branch Bank, Baltimore	1,750 00
No. 224. President United States Branch Bank, Norfolk	500 00
No. 225. President United States Branch Bank, Charleston	250 00
No. 226. President United States Branch Bank, Savannah	200 00
No. 227. George MacDaniel, agent	1,825 00
No. 228. E. L. Pearce, pensioner	120 00
No. 229. President United States Branch Bank, Savannah	150 00
No. 230. President United States Branch Bank, Chillicothe	180 00
No. 231. President United States Branch Bank, Norfolk	800 00
No. 232. T. T. Tucker, treasurer, &c.	1,000 00
No. 233. President Farmers' Bank of Delaware, New Castle	44 00
No. 234. President United States Branch Bank, Boston	4,000 00
No. 235. President United States Branch Bank, Providence	200 00
No. 236. President United States Branch Bank, Hartford	200 00
No. 237. President United States Branch Bank, New York	4,000 00
No. 238. President Bank of the United States, Philadelphia	2,000 00
No. 239. President United States Branch Bank, Baltimore	2,250 00
No. 240. President United States Branch Bank, Norfolk	500 00
No. 241. President United States Branch Bank, Charleston	250 00
No. 242. President United States Branch Bank, Savannah	150 00
No. 243. President United States Branch Bank, Portsmouth	700 00
No. 244. President Branch Farmers' Bank of Delaware, New Castle	50 00
No. 245. George MacDaniel, agent	1,825 00
No. 246. T. T. Tucker, treasurer, &c.	4,000 00
No. 247. President United States Branch Bank, Portsmouth	1,200 00
Balance	74,957 08
Total	<u>\$125,449 12</u>

Cr.

1824.

January 1.	By balance this day.....	\$23,269 49
March 27.	By Treasury warrant No. 24.....	12,364 74
June 24.	By Treasury warrant No. 494.....	12,364 74
June 24.	By Treasury warrant No. 2,328.....	53,374 88
Sept. 24.	By Treasury warrant No. 378.....	12,459 45
Dec. 29.	By Treasury warrant No. 5,598.....	11,615 82
Total.....		<u>\$125,449 12</u>

I certify the above to be a true copy of the account of the late Thomas T. Tucker, agent for the navy pension fund, for the year ending 31st December, 1824, as appears by the account kept in this office.

WM. CLARK, *Treasurer United States.*TREASURY OFFICE, *February 7, 1829.*

No. 6.

The United States in account with the treasurer of the navy pension fund.

Dr.

To warrants paid, viz:

1828.

Feb. 28.	No. 347.	R. S. Coxé.....	\$425 00
June 23.	No. 348.	President United States Branch Bank, Portsmouth.....	200 00
June 23.	No. 349.	President United States Branch Bank, Boston.....	3,000 00
June 23.	No. 350.	President United States Branch Bank, New York.....	6,000 00
June 23.	No. 351.	President Bank of the United States, Philadelphia.....	2,000 00
June 23.	No. 352.	President United States Branch Bank, Hartford.....	200 00
June 23.	No. 353.	President United States Branch Bank, Providence.....	400 00
June 23.	No. 354.	President United States Branch Bank, Baltimore.....	3,500 00
June 23.	No. 355.	President United States Branch Bank, Norfolk.....	1,000 00
June 23.	No. 356.	President United States Branch Bank, Charleston.....	200 00
June 23.	No. 357.	President United States Branch Bank, Savannah.....	120 00
June 23.	No. 358.	President United States Branch Bank, New Orleans.....	350 00
July 2.	No. 359.	George MacDaniel, agent.....	2,075 00
June 24.	No. 360.	John Boyle.....	7,500 00
Nov. 29.	No. 361.	George MacDaniel, agent.....	804 00
Dec. 22.	No. 362.	President United States Branch Bank, Portsmouth.....	250 00
Dec. 22.	No. 363.	President United States Branch Bank, Boston.....	3,000 00
Dec. 22.	No. 364.	President United States Branch Bank, New York.....	4,000 00
Dec. 22.	No. 365.	President Bank of the United States, Philadelphia.....	2,500 00
Dec. 22.	No. 366.	President United States Branch Bank, Hartford.....	250 00
Dec. 22.	No. 367.	President United States Branch Bank, Providence.....	250 00
Dec. 22.	No. 368.	President United States Branch Bank, Baltimore.....	2,500 00
Dec. 22.	No. 369.	President United States Branch Bank, Norfolk.....	700 00
Dec. 22.	No. 370.	President United States Branch Bank, Charleston.....	200 00
Dec. 22.	No. 371.	President United States Branch Bank, Savannah.....	120 00
Dec. 22.	No. 372.	President Branch of the Farmers' Bank of Delaware, New Castle.....	90 00
Dec. 22.	No. 373.	President United States Branch Bank, Portland.....	450 00
Dec. 22.	No. 374.	George MacDaniel, agent.....	1,850 00
Dec. 22.	No. 375.	William Clark, treasurer, &c.....	3,500 00
Balance.....			7,583 17
Total.....			\$55,044 17

Cr.

1828.

Jan. 1.	By balance of cash remaining in hands.....	\$15,253 21
Mar. 24.	By Treasury warrant No. 822.....	11,818 33
June 21.	By Treasury warrant No. 836.....	12,303 43
Sept. 29.	By Treasury warrant No. 1,367.....	7,778 91
Dec. 22.	By Treasury warrant No. 1,777.....	7,890 29
Total.....		<u>\$55,044 17</u>

I certify the above to be a true copy of the accounts of the several United States Treasurers, as agents for the navy pension fund, for the year ending 31st December, 1828, as appears by the accounts kept in this office.

WM. CLARK, *Treasurer United States.*TREASURY OFFICE, *February 7, 1829.*

No. 7.

Statement of the stocks on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury and the Secretary of War, for the time being commissioners of the navy pension fund, with interest and reimbursement, which accrued in the year 1824.

Stocks.	Nominal amount.	Commencement of interest.	Interest for 1824.	Reimbursement of deferred stock of 1824.	Total reimbursement of deferred stock of Sept. 30, 1824.	Unredeemed amount on Dec. 31, 1824.
Deferred six per cent. stock.....	\$56,532 23	Jan. 1, 1824	\$74 80	\$2,464 81	\$56,532 23	
Three per cent. stock.....	30,895 95	Jan. 1, 1824	926 88			\$30,895 93
Six per cent. of 1812.....	79,000 00	Jan. 1, 1824	4,740 00			79,000 00
Exchange six per cent. of 1812.....	4,504 86	Jan. 1, 1824	270 28			4,504 86
Six per cent. of 1813, \$16,000,000 loan.....	18,400 00	Jan. 1, 1824	1,104 00			18,400 00
Six per cent. of 1813, loan of \$7,500,000.....	134,235 02	Jan. 1, 1824	8,054 08			134,235 02
Six per cent. of 1814, \$10,000,000 loan.....	279,634 72	Jan. 1, 1824	16,778 08			279,634 72
Six per cent. of 1814, \$6,000,000 loan.....	189,932 32	Jan. 1, 1824	11,395 92			189,932 32
Six per cent. of 1814, \$6,000,000 loan.....	6,603 77	July 1, 1824	198 10			6,603 77
Six per cent. of 1815.....	43,814 41	Jan. 1, 1824	2,628 88			43,814 41
Treasury note six per cent. stock.....	2,815 36	Jan. 1, 1824	168 92			2,815 36
	\$846,368 62		\$46,339 94			\$789,836 39

Nominal amount, January 1, 1824, per statement of last year.....	\$835,479 14
Add six per cent. stock of 1814, \$10,000,000 loan, purchased in 1824.....	4,285 71
Add six per cent. stock of 1814, loan of \$6,000,000.....	6,603 77

Nominal amount, as above.....	\$846,368 62
Deduct the amount of deferred stock, the final dividend on which was paid October 1824.....	56,532 23
Unredeemed amount, as above.....	\$789,836 39

TREASURY DEPARTMENT, *Register's Office*, February 7, 1829.

JOSEPH NOURSE, *Register*.

NOTE.—A copy of the above was transmitted to the Navy Department January 10, 1825.

Statement of the stocks on the books of the Treasury to the credit of the Secretary of the Navy, the Secretary of the Treasury and the Secretary of War, for the time being commissioners of the navy pension fund, with the interest which accrued during the year 1828.

Stocks.	Principal.	Commencement of interest.	Interest for 1828.	Unredeemed principal, Dec. 31, 1828.
Three per cent. stock.....	\$50,895 93	Jan. 1, 1828	\$1,526 88	\$50,895 93
Six per cent. stock of 1814, \$10,000,000 loan.....	281,384 72	Jan. 1, 1828		
Six per cent. stock of 1814, \$10,000,000 loan.....	4,346 45	April 1, 1828	8,663 11	6,078 23
Six per cent. stock of 1814, \$10,000,000 loan.....	1,731 78	Oct. 1, 1828		
Six per cent. stock of 1814, \$6,000,000 loan.....	245,263 92	Jan. 1, 1828		
Six per cent. stock of 1814, \$6,000,000 loan.....	993 35	April 1, 1828	14,760 54	246,257 27
Six per cent. stock of 1814.....	350 43	Jan. 1, 1828	21 00	350 43
Six per cent. stock of 1815.....	46,020 92	Jan. 1, 1828		
Six per cent. stock of 1815.....	5,693 96	Oct. 1, 1828	2,846 65	51,714 88
Five per cent. stock of 1820.....	19,444 44	Jan. 1, 1828	972 20	19,444 44
Five per cent. stock of 1821.....	15,000 00	Jan. 1, 1828	750 00	15,000 00
Exchanged $4\frac{1}{2}$ per cent. stock of 1824.....	29,946 74	Jan. 1, 1828	1,347 60	29,946 74
Funded $4\frac{1}{2}$ per cent. stock of 1824.....	188,708 04	Jan. 1, 1828	8,491 84	188,708 04
Exchanged $4\frac{1}{2}$ per cent. stock of 1825.....	4,637 00	Jan. 1, 1828	208 64	4,637 00
	\$894,417 68		\$39,588 46	\$613,032 96

Unredeemed amount of principal on January 1, 1828, per statement E of the last report.....	\$881,652 14
Add stock since purchased—Six per cent. stock of 1814, loan of \$10,000,000.....	\$6,078 23
Six per cent. stock of 1814, loan of 6,000,000.....	993 35
Six per cent. stock of 1815.....	5,693 96
	12,765 00

	\$894,417 68
Deduct six per cent. stock of 1814, loan of \$10,000,000, payable on July 1, 1828.....	281,384 72

Unredeemed principal on December 31, 1828, as above.....	\$613,032 96
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JOSEPH NOURSE, *Register*.

TREASURY DEPARTMENT, *Register's Office*, January 23, 1829.

List of navy pensioners on the 31st of December, 1824.

Names.	Rank.	Monthly pensions.	Annual pensions.
MASSACHUSETTS—72.			
George Arbuckle	Seaman	\$3 33 $\frac{1}{3}$	\$40 00
Zepha Allen	Marine	4 00	48 00
Isaac Allester	Seaman	3 00	36 00
John Allister	do	6 00	72 00
Cotton Brown	Cook	9 00	108 00
Joseph Barrett	Quartermaster	9 00	108 00
John Barrett	do	9 00	108 00
John Bennett	Seaman	6 00	72 00
Lemuel Bryant	Ordinary seaman	8 00	96 00
John Ball	Boatswain	9 00	108 00
Nathaniel Barker	Seaman	6 00	72 00
Jacob Bull	Ordinary seaman	5 00	60 00
James Blake	do	5 00	60 00
John Clements	Seaman	6 00	72 00
Russel Coats	Quartermaster	5 00	60 00
Samuel Cotton	Marine	3 00	36 00
James Clarke	Gunner	10 00	120 00
John Caldwell	Seaman	6 00	72 00
John Chamberlain	Boatswain	8 00	96 00
Robert Cathcart	Seaman	6 00	72 00
George Carson, <i>alias</i> Cassin	Quartermaster	5 00	60 00
Dennis Cary	Ordinary seaman	7 00	84 00
Richard Dunn	Seaman	6 00	72 00
John Davidson	Lieutenant	20 00	240 00
Wheatly Dyer	Ordinary seaman	5 00	60 00
Asa Ewell	do	5 00	60 00
Ebenezer Evens	Seaman	6 00	72 00
William Edes	do	6 00	72 00
Thomas Edwards	Quartermaster	6 00	72 00
Jonathan Fellows	Boatswain's yeoman	9 00	108 00
Samuel H. Green	Quartermaster	9 00	108 00
John Geyer	Seaman	6 00	72 00
Uriah Hanscomb	Ordinary seaman	6 00	72 00
James Hatch	Quartermaster	9 00	108 00
Peter Hosier	Seaman	6 00	72 00
William Ingersoll	Boatswain	12 00	144 00
Thomas Kowse	Quartermaster	9 00	108 00
Henry McDonough	Seaman	6 00	72 00
Andrew McCollum	Marine	8 00	96 00
Thomas Melburn	Seaman	6 00	72 00
John Mitchell	do	10 00	120 00
James Merrill	Ordinary seaman	5 00	60 00
Enoch M. Miley	Quartermaster	8 00	96 00
Peter McMahon	Ordinary seaman	4 50	54 00
John McCracken	Boatswain's mate	12 00	144 00
John Nogle, <i>alias</i> Vogle	Ordinary seaman	4 00	48 00
William Nicholls	do	5 00	60 00
Isaac Omans	Seaman	6 00	72 00
John Peterson	Ordinary seaman	5 00	60 00
Robert Poulton	do	5 00	60 00
David Quill	Quartermaster	5 00	60 00
Nathaniel Rolfe	Seaman	6 00	72 00
John Shapely	Cook	9 00	108 00
Patrick Scanton	Ordinary seaman	6 00	72 00
William Steward	Seaman	4 00	48 00
Samuel Sawyer	do	6 00	72 00
Benjamin Stevens	Master's mate	10 00	120 00
Robert Saunders, <i>alias</i> Willet	Seaman	6 00	72 00
John Shaw	do	6 00	72 00
John Smith	Quartermaster	6 00	72 00
Silas Taft	Private marine	3 00	36 00
William Thompson	Boatswain's mate	9 50	114 00
James Trumball	Ordinary seaman	5 00	60 00
Seth Townsend	do	5 00	60 00
Samuel Tucker	Captain revolutionary war	20 00	240 00
Owen Taylor	Seaman	6 00	72 00
Samuel E. Tyler	do	4 00	48 00
Charles F. Waldo	Master's mate	10 00	120 00
Peter Woodbury	Quartermaster	9 00	108 00
William Wood	Seaman	6 00	72 00
William Welsh	do	5 00	60 00
Michael Welsh	Ordinary seaman	5 00	60 00

List of navy pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
NEW HAMPSHIRE—7.			
Edward Banks	Seaman	\$5 00	\$60 00
Robert Forsith	Marine	3 00	36 00
John Grant	Seaman	6 00	72 00
John Hodgkins	Captain's mate	7 00	84 00
John Lloyd	Marine	3 00	36 00
John Mushaway	Boatswain	10 00	120 00
John Veazy	Quartergunner	9 00*	
RHODE ISLAND—7.			
Samuel Bosworth	Seaman	6 00	72 00
Isaac Bassett	Ordinary seaman	5 00	60 00
Andrew Mattison	Seaman	5 00	60 00
John Hoxse	do	8 50	102 00
William Payne	Ordinary seaman	5 00	60 00
Isaac Stearns	Private marine	3 00	36 00
Reuben Wright	Carpenter's mate	8 00	96 00
CONNECTICUT—6.			
Schuyler Bradley	Seaman	6 00	72 00
Nathaniel Chapman	Quartergunner	8 00	96 00
Edward Field	Surgeon's mate	10 00	120 00
William Lewis	Private marine	3 00	36 00
Richard Lee	Quartermaster	6 00	72 00
John Williams	Seaman	6 00	72 00
NEW YORK—135.			
George Albro	Quartergunner	6 00	72 00
Barnard Allen	Seaman	5 00	60 00
Jacob Albrecht	do	6 00	72 00
Samuel Angus	Captain	50 00	600 00
John Bernard	Marine	3 00	36 00
John Baptiste	Boy	3 00	36 00
Dominick Barnes	Private marine	3 00	36 00
Peter Bernard	Ordinary seaman	4 00	48 00
John Breuen	Seaman	6 00	72 00
William Burney	do	6 00	72 00
Edmond Brett	Private marine	3 00	36 00
John Butler	Seaman	6 00	72 00
John Brannon	do	5 00	60 00
Samuel Butler	Quartergunner	8 00	96 00
John Blair	Seaman	5 00	60 00
Adam Brown	do	6 00	72 00
Jacob Booker	Ordinary seaman	5 00	60 00
James Brown	Boatswain's mate	10 00	120 00
George Barton	Quartergunner	4 50	54 00
Abraham Blakesly	Carpenter's mate	9 50	114 00
John Carberry	Cooper	4 50	54 00
Charles Clay	Seaman	6 00	72 00
Christian Clarke	do	6 00	72 00
Samuel Colston	do	3 00	36 00
William Cain	do	6 00	72 00
John Collins	do	6 00	72 00
Zachariah Conchlin	Ordinary seaman	6 00	72 00
Benjamin Campbell	Sergeant marines	5 00	60 00
John Campbell	Boatswain	8 00	96 00
Thomas Crauford	Seaman	5 00	60 00
Shubael Cunningham	do	4 00	48 00
Francis Covenhover	Ordinary seaman	7 50	90 00
Joseph Cotter	Boatswain's mate	9 00	108 00
David Christie	Private marine	4 00	48 00
Jacob Dorne	Seaman	8 50	102 00
Wm. B. Downes	do	5 00	60 00
John Dennis	do	5 00	60 00
Thomas Dailey	Quartermaster	8 00	96 00
James Davis	Quartergunner	9 00	108 00
William Davis	Seaman	6 00	72 00

* Reduced to \$4.50 March 18, 1824.

List of navy pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
John Dunn.....	Private marine.....	\$3 00	\$36 00
Samuel Dean.....	Seaman.....	6 00	72 00
Thomas Dennis.....	do.....	6 00	72 00
John Daniels.....	Quartermaster.....	9 00	108 00
Bela Elderkin.....	do.....	6 00	72 00
William Fitzsimmons.....	Ordinary seaman.....	7 00	84 00
John Francisco.....	Private marine.....	3 00	36 00
Bennet Fields.....	Armorer.....	9 00	108 00
John Ford.....	Seaman.....	5 00	60 00
Peter Gillen.....	do.....	5 00	60 00
Joseph Greenleaf.....	do.....	6 00	72 00
Leonard Green.....	Quartergunner.....	9 00	108 00
Peter Green.....	Seaman.....	5 00	60 00
Thomas Gore.....	Ordinary seaman.....	2 50	30 00
Roswell Hale.....	do.....	5 00	60 00
William Hinds.....	Boy.....	6 00	72 00
Seth Hebbard.....	Private marine.....	3 00	36 00
Wm. Hardingbrook.....	Seaman.....	6 00	72 00
Stephen Hammond.....	do.....	6 00	72 00
David Hagenon.....	Ordinary seaman.....	5 00	60 00
George Hutton.....	Quartergunner.....	8 00	96 00
John Hyatt.....	Seaman.....	6 00	72 00
John Hadden.....	do.....	6 00	72 00
John Hayward.....	Master mate.....	10 00	120 00
James Jackson.....	Seaman.....	5 00	60 00
John Johnson.....	do.....	6 00	72 00
Thomas Jackson.....	Quartermaster.....	9 00	108 00
Thomas Kelly.....	Seaman.....	4 00	48 00
James A. Lewis.....	Quartermaster.....	9 00	108 00
John Lazaro.....	Seaman.....	5 00	60 00
James Linscott.....	do.....	3 00	36 00
Timothy Lane.....	Cook.....	8 00	96 00
James McMane.....	Ordinary seaman.....	5 00	60 00
John McCracken.....	Boatswain's mate.....	12 00	144 00
Roger McGee.....	Marine.....	3 00	36 00
John Maher.....	Seaman.....	6 00	72 00
John McCarty.....	Purser's steward.....	5 00	60 00
John Melvill.....	Seaman.....	5 00	60 00
William Moran.....	do.....	6 00	72 00
James McKernan.....	do.....	6 00	72 00
Emero Males.....	Ordinary seaman.....	5 00	60 00
Samuel McIsaac.....	Boy.....	5 00	60 00
James Moses.....	Purser's stewa d.....	9 00	108 00
Thomas Miller.....	Seaman.....	5 00	60 00
Enos Marks.....	Ordinary seaman.....	5 00	60 00
Jeremiah McMahon.....	do.....	5 00	60 00
Colin McLeod.....	Boatswain.....	10 00	120 00
Matthew McKinzie.....	Seaman.....	6 00	72 00
Patrick McLaughlin.....	Ordinary seaman.....	5 00	60 00
Charles Moore.....	Seaman.....	6 00	72 00
Antonio Maria.....	do.....	6 00	72 00
John Mitchell.....	do.....	6 00	72 00
William Nesbit.....	do.....	4 00	48 00
James Nickerson.....	do.....	6 00	72 00
Thomas Oliver.....	do.....	6 00	72 00
John Otterwell.....	Carpenter's mate.....	5 00	60 00
William Parker.....	Seaman.....	6 00	72 00
George Pierce.....	do.....	5 00	60 00
John Place.....	Armorer.....	8 00	96 00
John Peterson.....	Seaman.....	6 00	72 00
James Payton.....	Ordinary seaman.....	5 00	60 00
Benjamin H. Parker.....	Seaman.....	4 00	54 00
John Robinson.....	do.....	6 00	72 00
William Rodgers.....	Quartergunner.....	8 00	96 00
John Reagen.....	Private marine.....	5 00	60 00
Thomas Reed.....	Seaman.....	5 00	60 00
Edward Rowland.....	Ordinary seaman.....	4 00	48 00
Rosnante Rhodes.....	Seaman.....	6 00	72 00
James Rogers.....	Sailingmaster.....	15 00	180 00
John Ratler.....	Quartermaster.....	6 00	72 00
John Smith.....	Seaman.....	6 00	72 00

List of navy pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
John Scriver	Seaman	\$5 00	\$60 00
George Standley	Purser's steward	6 00	72 00
John Schrouder	Seaman	6 00	72 00
John Sniffin	Carpenter's mate	6 00	72 00
William Spratt	Ordinary seaman	4 00	48 00
Daniel Smith	Seaman	5 00	60 00
John Stone	do	6 00	72 00
Purnell Smith	do	4 00	48 00
Augustus Swartwout	Midshipman	12 00	144 00
Peter Tinkum	Seaman	4 00	48 00
Henry Townsend	Ordinary seaman	5 00	60 00
George Thomas (black)	Seaman	6 00	72 00
Isaac Vallenge	Quartermaster	8 00	96 00
Charles Vandyke	Ordinary seaman	5 00	60 00
James Williams	do	5 00	60 00
William Wells	Seaman	6 00	72 00
Charles Williams	Ordinary seaman	4 00	48 00
Solomon White	Seaman	4 00	48 00
Charles Williams	do	4 00	48 00
John Wright	Quartermaster	6 00	72 00
James Warner	Seaman	8 00	96 00
Thomas Welsh	Quartermaster	12 00	144 00
John Webb	Seaman	4 00	48 00
John Wright	Ordinary seaman	5 00	60 00
NEW JERSEY—3.			
Peter Dunlevy	Marine	5 00	60 00
James Hazle	Seaman	5 00	60 00
William Robinson	Marine	6 00	72 00
PENNSYLVANIA—74.			
Alexander Adams	Ordinary seaman	3 00	36 00
George Alexander	Quartermaster	8 00	96 00
Wm. C. Allen	Quartermaster	12 00	144 00
Nathaniel Begely	Quartermaster	9 00	108 00
Enos Bateman	Seaman	5 00	60 00
Thomas Brown	Private marine	2 00	24 00
William Bagges	Marine	3 00	36 00
John Baxter	Seaman	6 00	72 00
James Bell	do	6 00	72 00
John Cassin	Marine	3 00	36 00
John Collin	Seaman	6 00	72 00
Henry Collins	do	6 00	72 00
Archibald Campbell	do	5 00	60 00
David Christie	Marine	4 00	48 00
Patrick Cain	Private marine	6 00	72 00
Robert Carson	Ordinary seaman	5 00	60 00
Augustus Dundas	Gunner	10 00	120 00
William Dean	Seaman	6 00	72 00
Thomas Davis	do	5 00	60 00
William Dearing	do	6 00	72 00
Henry Dugan	Marine	3 00	36 00
Stephen Elderkin	Seaman	6 00	72 00
William Evans	Quartermaster	6 00	72 00
Edward Fitzgibbon	Ordinary seaman	4 00	48 00
Pero Fisher	do	5 00	60 00
John Fryer	Seaman	6 00	72 00
Nicholas Hyberger	do	6 00	72 00
David Horton	Quartermaster	6 00	72 00
George Huffstidler	Seaman	6 00	72 00
William Holmes	Marine	3 00	36 00
John Hogerbets	Prisoner	6 00	72 00
William Hagerty	Ordinary seaman	5 00	60 00
William Jackson	Seaman	6 00	72 00
Edward Johnson	do	6 00	72 00
Job Jones	Ordinary seaman	5 00	60 00
Hugh Kelly	Private marine	6 00	72 00
George Kinsinger	Master-at-arms	9 00	108 00
Lawrence Kriplar	Private marine	3 00	36 00
Nicholas Klein	Sergeant marines	5 00	60 00

List of navy pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
William Lverage	Seaman	\$6 00	\$72 00
John Moore	do	6 00	72 00
William Mooney	Private marine	3 00	36 00
Miles Morris	Corporal marines	5 00	60 00
George McDaniel	Ordinary seaman	5 00	60 00
Michael McConomy	do	6 00	72 00
Mathias McGill	Seaman	8 00	96 00
John McMullen	Gunner's mate	9 00	108 00
Bernard McDonough	Private marine	6 00	72 00
Daniel Muncey	Seaman	8 00	96 00
William Morris	Ordinary seaman	5 00	60 00
James Mulliniffe	do	10 00	120 00
John Nugent	Seaman	6 00	72 00
Benj. Norcross	Sergeant marines	5 00	60 00
Benj. Newton	Seaman	6 00	72 00
John F. Noyer	Private marine	6 00	72 00
William Price	Seaman	6 00	72 00
John Pasco	do	6 00	72 00
John Pitt	do	6 00	72 00
Peter Quantin	Ordinary seaman	5 00	60 00
John Roberts	Gunner's yeoman	9 00	108 00
Eli Stewart	Sailingmaster's mate	7 00	84 00
Joseph Smith	Marine	4 00	48 00
William Smith, 6th	Seaman	8 00	96 00
David Thomas	Private marine	3 00	36 00
John Thompson	Quartermaster	9 00	108 00
Phillip Tully	Seaman	5 00	60 00
John Trucman	Ordinary seaman	5 00	60 00
Richard Webb	do	5 00	60 00
Peter Whelan	Marine	3 00	36 00
John Walton	Seaman	4 00	48 00
John Williams	Ordinary seaman	8 00	96 00
James Wilson	Quartermaster	10 00	120 00
John Wilson	Seaman	6 00	72 00
John Young	Quartermaster	9 00	108 00
DELAWARE—3.			
Richard Gilbody	Seaman	4 00	48 00
James Tull	Sergeant marines	5 00	60 00
Wm. Wickes	Seaman	4 00	48 00
MARYLAND—43.			
Alexander Ardrey	Ordinary seaman	6 00	72 00
James Allcorn	Sailingmaster	30 00	360 00
James Brown	Ordinary seaman	8 00	96 00
Andrew Beard	do	6 00	72 00
John Burdeen	do	6 00	72 00
Edward Burke, (black)	do	4 00	48 00
Thomas Bun	do	6 00	72 00
William Carter	Master's mate	4 00	48 00
John Cole	Quartermaster	9 00	108 00
John Diragen	Seaman	5 00	60 00
Mathias Douglass	Ordinary seaman	10 00	120 00
John Denucy	Seaman	6 00	72 00
Francis Elliott	do	6 00	72 00
Daniel Fuller	Ordinary seaman	7 00	84 00
Cornelius Garrison	Seaman	6 00	72 00
William Gillen	do	6 00	72 00
Peter Goshell	do	6 00	72 00
John Gregory	Boy	4 00	48 00
George Gallagher	Ordinary seaman	5 00	60 00
Jerry Gardner	do	5 00	60 00
John Henry	do	5 00	60 00
Isaac T. Heartte	Acting sailingmaster	20 00	240 00
Nicholas Igerbreton	Seaman	6 00	72 00
Edward Murray	Sergeant marines	4 50	54 00
Francis Mason	Quartermaster	9 00	108 00
Hamlet Moore	Ordinary seaman	5 00	60 00
Joseph McMasters	Private marine	3 00	36 00
Isaac Nicholson	Cook	9 00	108 00

List of navy pensioners—Continued.

Names.	Rank.	Monthly pensions.	Annual pensions.
Thomas Nelson.....	Cook.....	\$10 00	\$120 00
John Patterson.....	Seaman.....	10 00	120 00
Charles Pasture.....	Ordinary seaman.....	5 00	60 00
Neal Patterson.....	Seaman.....	8 00	96 00
John Randall.....	Marine.....	3 00	36 00
Thomas Smith.....	Boatswain.....	10 00	120 00
William Stockdale.....	Marine.....	6 00	72 00
James Stewart.....	Seaman.....	6 00	72 00
Horatio Slater.....	Boy.....	4 00	48 00
Hamilton Sellers.....	Ordinary seaman.....	7 00	84 00
Francis Trepanney.....	Seaman.....	6 00	72 00
Benjamin Underwood.....	Ordinary seaman.....	5 00	60 00
James Wells.....	Seaman.....	9 00	108 00
David Wilson, (black).....	do.....	6 00	72 00
Peter Young.....	Quartermaster.....	6 00	72 00
VIRGINIA—15.			
Obediah Brown.....	.....	.....	.....
Lawrence Bisbee.....	Seaman.....	5 00	60 00
Jotham Briggs.....	Quartermaster.....	12 00	144 00
John Brown.....	Seaman.....	6 00	72 00
Lawrence Barsayline.....	Ordinary seaman.....	5 00	60 00
James Comyn.....	Seaman.....	6 00	72 00
Silas Durham.....	do.....	6 00	72 00
Thomas Engles.....	Boy.....	4 00	48 00
William Howell.....	Seaman.....	5 00	60 00
Anson Harvey.....	Ordinary seaman.....	5 00	60 00
James Jeffers.....	do.....	4 00	48 00
Obadiah Johnson.....	do.....	5 00	60 00
Swain Johnson.....	Seaman.....	6 00	72 00
James H. Sansford.....	do.....	4 00	48 00
Joseph Ward.....	do.....	6 00	72 00
DISTRICT OF COLUMBIA—18.			
William Baker.....	Ordinary seaman.....	6 00	72 00
John Brannan.....	Marine.....	3 00	36 00
John Butler, (black).....	Seaman.....	5 00	60 00
Anasias Conner.....	do.....	6 00	72 00
Michael Conner.....	Marine.....	3 00	36 00
Andrew Chambers.....	do.....	5 00	60 00
John Earle.....	Sailingmaster.....	20 00	240 00
Simon Hillman.....	Ordinary seaman.....	4 00	48 00
John Hawkins.....	Private marine.....	3 00	36 00
Benjamin Kendrick.....	Cook.....	6 00	72 00
William McMullen.....	Marine.....	3 00	36 00
John Read.....	Private marine.....	3 00	36 00
Burwell S. Randolph.....	Midshipman.....	6 00	72 00
Richard S. Suter.....	do.....	9 00	114 00
John Shannamon.....	Seaman.....	6 00	72 00
William Staunton.....	Quartermaster.....	9 00	108 00
John Shinnery.....	Private marine.....	3 00	36 00
Charles Young.....	Marine.....	3 00	36 00
NORTH CAROLINA—2.			
Thomas Owings.....	Quartermaster.....	8 00	96 00
John Thompson.....	Seaman.....	6 00	72 00
SOUTH CAROLINA—3.			
Jno. Jacob Hardy.....	Seaman.....	6 00	72 00
Peter J. R. Staunton.....	Carpenter's yeoman.....	6 00	72 00
Charles Sheeter.....	Boatswain's mate.....	6 00	72 00
GEORGIA—1.			
James Dennis.....	Marine.....	3 00	36 00
OHIO—1.			
John Meigs.....	Seaman.....	10 00	120 00
LOUISIANA—3.			
Robert Spedden.....	Lieutenant.....	20 00	240 00
William Whitney.....	Seaman.....	8 00	96 00
William Wagner.....	Quartermaster.....	9 00	108 00

Recapitulation.

Massachusetts.....	72
New Hampshire.....	7
Rhode Island.....	7
Connecticut.....	6
New York.....	135
New Jersey.....	5
Pennsylvania.....	74
Delaware.....	3
Maryland.....	48
Virginia.....	15
District of Columbia.....	18
North Carolina.....	2
South Carolina.....	3
Georgia.....	1
Ohio.....	1
Louisiana.....	3
Total.....	393

List of pensions granted to widows and orphans of officers, seamen, and marines, who died in public service, on the 31st December, 1824.

Names.	Rank of deceased.	Monthly pensions.	Annual pensions.
MASSACHUSETTS—37.			
Sally Annis.....	Seaman.....	\$6 00	\$72 00
Sarah Atkins.....	do.....	6 00	72 00
Hannah Adams.....	do.....	6 00	72 00
Sally Bates.....	do.....	6 00	72 00
Hannah S. Barrett.....	Quartermaster.....	9 00	108 00
Mary P. Bartlett.....	Boatswain's mate.....	9 00	108 00
Sarah Brimblecomb.....	Seaman.....	6 00	72 00
Abigail Cowell.....	Sailingmaster.....	20 00	240 00
Mary Cheever, for loss of two sons.....	.....	8 33 $\frac{1}{3}$	100 00
Harriet Carter.....	Lieutenant.....	20 00	240 00
Rebecca Day.....	Marine.....	3 00	36 00
Mary Ford.....	Carpenter's mate.....	9 00	108 00
Martha Flanders.....	Quartermaster.....	9 00	108 00
Sally Hervey.....	Seaman.....	6 00	72 00
Hannah Hizen.....	do.....	6 00	72 00
Mary Hackleton.....	do.....	6 00	72 00
Abigail Jones.....	Cook.....	9 00	108 00
Nancy Lancy.....	Ordinary seaman.....	5 00	60 00
Hannah Lowther.....	Seaman.....	6 00	72 00
Ann G. McCulloch.....	Sailingmaster.....	20 00	240 00
Elizabeth Martin.....	Boatswain.....	10 00	120 00
Elizabeth Manley.....	Quartergunner.....	9 00	108 00
Jane Moulton.....	Seaman.....	6 00	72 00
Ann Martin.....	Quartergunner.....	9 00	108 00
Juditha Mullen.....	do.....	9 00	108 00
Elizabeth McKim.....	Sergeant of marines.....	5 00	60 00
Eliza S. Nickerson.....	Seaman.....	6 00	72 00
Nabby Phippen.....	S. coxswain.....	9 00	108 00
Eliza Parker.....	Captain.....	30 00	360 00
Charlotte Passenger.....	Seaman.....	6 00	72 00
Nancy Riggs.....	do.....	6 00	72 00
Nancy Simmonds.....	do.....	6 00	72 00
Mary Stone.....	do.....	6 00	72 00
Mary Trainer.....	.....	3 00	36 00
Hannah Webb.....	Seaman.....	5 00	72 00
Margaret Wyer.....	Sailmaker.....	10 00	120 00
Abigail Young.....	Seaman.....	6 00	72 00
NEW HAMPSHIRE—4.			
Mary G. Christopher.....	Seaman.....	6 00	72 00
Abigail C. Fernald.....	do.....	6 00	72 00
Lucy Flagg.....	Gunner.....	14 00	120 00
Mary, Nancy, and Caroline Perkins, minor children.....	.....	5 00	60 00

List of navy pensioners—Continued.

Names.	Rank of deceased.	Monthly pensions.	Annual pensions.
CONNECTICUT—2.			
Nancy Brice	Seaman	\$6 00	\$72 00
Elizabeth Jocelyn	Carpenter's mate	9 50	114 00
NEW YORK—35.			
Mary Allen	Seaman	6 00	72 00
Betsy Blossom	Carpenter's mate	9 50	114 00
Elizabeth Baldwin	Captain's clerk	12 50	150 00
Belinda Bowie	Sailingmaster	20 00	240 00
Susannah Bruun	do	20 00	240 00
Catharine Badger	Gunner's mate	9 50	114 00
Sarah Carr	Sailingmaster	20 00	240 00
Margaret Cummings	Seaman	6 00	72 00
Dorothy Cooper	do	6 00	72 00
Elizabeth Cunningham	Gunner	10 00	120 00
Mary Davis	Quartermaster	9 00	108 00
Ellen Dix	Surgeon	25 00	300 00
Penelope Denny	Quartermaster	9 00	108 00
Charlotte Davis	Seaman	6 00	72 00
Catherine Fury	Steward	9 00	108 00
Mary Griffin	Surgeon	25 00	300 00
Phoebe Hammersley	Lieutenant	20 00	200 00
Susannah Longill	Boatswain	10 00	120 00
Julia M. Lawrence	Captain	50 00	600 00
Mary Lewis	Marine	3 00	36 00
Margaret Navarro	Sailmaker	10 00	120 00
Susan L. Osgood	Sailingmaster	20 00	200 00
Mary Olcott	Steward	9 00	108 00
Sarah Place, Cornelia and Gilbert J. Place, minors	Ordinary seaman	5 00	60 00
Margaret Parsells	Sailmaker	10 00	120 00
Catharine Rasmussen	Pilot	20 00	240 00
Phæbe Reynolds	Boatswain	10 00	120 00
Sarah Sisson	Sailingmaster	20 00	240 00
Sarah Smith	Boatswain's mate	9 50	114 00
Elizabeth Shubrick	Lieutenant	20 00	240 00
Eleanor Smart	Seaman	6 00	72 00
Mary Ann Springer	Lieutenant	20 00	240 00
Sarah Town	Marine	3 00	36 00
Charlotte Wares	Commandant	20 00	240 00
Marvel Wilcox	Carpenter's mate	9 50	114 00
PENNSYLVANIA—20.			
Margaret Arundel	Sailingmaster	20 00	240 00
Hannah Archbold	Ordinary seaman	5 00	60 00
Mary Archbold	do	5 00	60 00
Ann Brown's minor child	Seaman	6 00	72 00
Jane A. Blakely	Captain	50 00	600 00
Nancy Carlisle's children	Marine	3 00	36 00
Mary Ann Hill	Quartermaster	9 00	108 00
Sarah Hill's minor children	Ordinary seaman	5 00	60 00
Diana Hardy	do	5 00	60 00
Mary Madding	Quartermaster	9 00	108 00
Maria T. Johnson	Carpenter's mate	9 50	114 00
Jane Logue's children	Marine	3 00	36 00
Sarah Matthews	Quartermaster	9 00	108 00
Eleanor Munroe	Seaman	6 00	72 00
Ann Midlen	Master's mate	10 00	120 00
Martha Rose	Seaman	6 00	72 00
Margaret Rankin	Ordinary seaman	5 00	60 00
Elizabeth Tromp	Marine	3 00	36 00
Lydia Vanhorn	do	3 00	36 00
Mary Wine	Seaman	6 00	72 00
MARYLAND—12.			
Mary Allison	Master's mate	10 00	120 00
Harriet Barney	Captain	50 00	600 00
Lavinia M. Edgar	Surgeon	25 00	300 00
Ruth Gilbert	Seaman	6 00	72 00

List of navy pensioners—Continued.

Names.	Rank of deceased.	Monthly pensions.	Annual pensions.
Sophia Gardner.....	Master commandant	\$30 00	\$360 00
Eliza Grayson.....	Captain	20 00	240 00
Sarah Hopkins.....	.....	6 00	72 00
Elizabeth Marshall.....	Quartergunner.....	9 00	108 00
Elizabeth Trapnell.....	Marine.....	3 00	36 00
Mary Van Blake.....	Gunner.....	10 00	120 00
Susaunah Wedge.....	.....	9 00	108 00
Margaret Warner.....	Sailingmaster.....	20 00	240 00
DISTRICT OF COLUMBIA—12.			
Ellen Beeves.....	Boatswain.....	10 00	120 00
Eliza Cassin.....	Purser.....	20 00	240 00
Sophia Grenell.....	Sailingmaster.....	20 00	240 00
Susan Hook.....	.....	4 00	48 00
Eliza Hall.....	Sailingmaster.....	20 00	240 00
Susan Haraden.....	Master commandant.....	30 00	360 00
Mary E. Martin.....	Ordinary seaman.....	5 00	60 00
Charity Nicholson.....	Carpenter.....	10 00	120 00
E. L. Pearce.....	Lieutenant.....	20 00	240 00
Eleanor Jane Snow.....	Seaman.....	6 00	72 00
Isabella R. Searcy.....	Lieutenant.....	20 00	240 00
Eliza Tarbell.....	Captain.....	50 00	600 00
VIRGINIA—6.			
Eliza W. Coker.....	Lieutenant.....	20 00	240 00
Ann Hardin.....	Seaman.....	6 00	72 00
Frances M. Lewis.....	Captain.....	30 00	360 00
Eliza Maury.....	Lieutenant.....	20 00	240 00
Mary Neale.....	do.....	20 00	240 00
Harriet H. Saunders.....	do.....	20 00	240 00
NORTH CAROLINA—1.			
Ann D. Collins.....	Carpenter's mate.....	9 00	108 00
SOUTH CAROLINA—1.			
Mary Roulain Hatch.....	Pilot.....	20 00	240 00
KENTUCKY—1.			
Charlotte A. Holcomb.....	Seaman.....	6 00	72 00

Recapitulation.

Massachusetts.....	37
New Hampshire.....	4
Connecticut.....	2
New York.....	35
Pennsylvania.....	20
Maryland.....	12
District of Columbia.....	12
Virginia.....	6
North Carolina.....	1
South Carolina.....	1
Kentucky.....	1
Total.....	131

20TH CONGRESS.]

No. 391.

[2D SESSION.]

ON THE POLICY AND OBJECTS OF THE EXPLORING EXPEDITION TO THE PACIFIC OCEAN AND SOUTH SEAS.

COMMUNICATED TO THE SENATE FEBRUARY 23, 1829.

Mr. HAYNE, from the Committee on Naval Affairs, to whom was referred a bill from the House of Representatives, "to provide for an exploring expedition to the Pacific ocean and South seas," and also the message of the President on the same subject, reported:

That in discharging the duty assigned to them by the Senate, they found themselves called upon to institute an inquiry into the objects of the contemplated expedition—its probable cost—and the measures necessary for carrying it into effect. This inquiry seemed to be the more indispensable, inasmuch as the subject of an exploring expedition had never been brought before the Senate for their consideration, nor had it received, in any way, their sanction or countenance, and inasmuch as it was now presented without any estimate from the Navy Department, or any documents calculated to afford the information necessary to enable the Senate to make up a correct opinion upon the subject. The committee were well aware that the shape in which this question was presented to them seemed to imply that the sanction of the government had been already given to the expedition, and that therefore no investigation was necessary beyond the adequacy of the sum proposed to be appropriated to enable the vessels to be sent to sea. The President had communicated to Congress, in his message at the commencement of the present session, that the expedition was "nearly ready to depart," and the Secretary of the Navy had also reported that vessels had been prepared for the purpose; that all the preliminary measures had been adopted; and that, to cover the expenses, "the naval appropriations had been used for all those objects which came within the bill of appropriation, as pay, subsistence, instruments, books, &c. The committee were also well aware that a general opinion prevailed throughout the country that the measure had received the deliberate sanction of both Houses of Congress, and that the appropriation of the sum now asked for was therefore considered as a matter of course. But though a majority of the committee indulged a favorable disposition towards an expedition, limited in its extent, and restricted in its objects, and although they were aware that the delay necessarily incident to a thorough examination of the subject in all its bearings might not meet the wishes of those who had taken a lively interest in the success of the enterprise, yet they believed it to be their duty to the Senate and to the country not to act upon the subject without all the lights which the most thorough investigation could afford. Even taking it for granted that an exploring expedition might be undertaken by the United States, with a reasonable prospect of favorable results, and without a departure from the fundamental principles of our policy, the committee was still of opinion that it was safer to delay acting upon the subject, even at the risk of postponing the expedition for another year, than to be hurried into a decision on a question of so much importance, and to which they were now, for the first time, called upon to give their deliberate sanction. The committee did not hesitate therefore to resort to the proper means for obtaining full information on all the points deemed by them important to the formation of an enlightened judgment. Under the direction of the committee, the chairman accordingly addressed a letter to the Secretary of the Navy, calling for information on the following points:

First. The expense already incurred in preparing the expedition.

Second. The additional amount necessary to carry it into effect.

Third. The views of the Department as to the particular objects of the expedition.

From the answer of the Secretary (which has since been submitted to the Senate, and printed by their order) it appeared that the exploring expedition was considered by the Executive as already sufficiently sanctioned by resolutions of the House of Representatives, of the 21st May, 1828;* that these resolutions, though they had never been submitted to the Senate, were regarded, in the language of the Secretary, "both as the *command* which was to be obeyed and the *authority* which would justify the expenditure of the money, which might be found necessary to comply with its terms."

That the proper measures had therefore been adopted for carrying the expedition into effect, though on a different plan, and a much larger and more expensive scale than was recommended in these resolutions; and for the accomplishment of the plan thus adopted by the Department, the appropriation now called for was deemed necessary. But it was at the same time stated that it was the intention of the Department, "should no further direction be given by Congress, and no appropriation be made," to send out the sloop-of-war Peacock on that service.

The following is the plan of the expedition, as submitted to the committee by the Secretary of the Navy:

That the sloop-of-war Peacock, which had been thoroughly repaired for that purpose, should be sent out under skillful naval officers on an exploring expedition; that she should be accompanied by another "well appointed vessel;" and also "a provision ship;" that, in addition to the officers of the navy, there should be sent out with the expedition a *scientific corps*, to consist of the following persons, viz:

First. A person to examine and report upon the present state of our commerce and the means of its extension and improvement in that region.

Second. An astronomer, whose observations should not only fix accurately the positions of all places examined, but who shall bring home invaluable results of observations, experiments, &c. To him the naval officers would be assistants and furnish all necessary aid.

Third. A naturalist, with one or two assistants, and one or two good draftsmen and surveyors. These five or six persons would be all that would be required in addition to the officers of the vessel. The average compensation of these five or six persons, to be chosen from civil life, is estimated at about \$1,600, some being considerably more and others less than that sum. It was also ascertained by the committee, from

* *Resolved*, That it is expedient that one of our small public vessels be sent to the Pacific ocean and South seas to examine the coasts, islands, harbors, shoals and reefs in those seas, and to ascertain their true situation and description.

Resolved, That the President of the United States be requested to send one of our small public ships into those seas for that purpose, and that he be requested to afford such facilities as may be within the reach of the Navy Department to attain the object proposed, *provided* it can be effected without prejudice to the general interest of the naval service; and *provided* it may be done without further appropriation during the present year.

other sources, that two *pursers* were to go out with the expedition, one of whom, it was understood, was to act as *historiographer*.

For the purpose of carrying this plan into effect, the following measures had been adopted:

Orders were given to repair the *Peacock* for the expedition, and these repairs have been made. Officers have been ordered to hold themselves in readiness, sufficient in number and skill for the vessel and the object. Orders have been given to enlist seamen of middle age, and of good character; and an officer has been sent to Nantucket and New Bedford, to enlist a few who are accustomed to whaling and other employments in the Pacific. Directions have been given to prepare such mathematical and astronomical instruments and books as would be required. The proper officer has been ordered to prepare such provisions, &c., as will be required, in addition to the ordinary provisions. An agent has been sent to procure the best and safest information, respecting the object mentioned in the resolution, from our fellow-citizens in the east, who have had most experience in the navigation of the Pacific. An arrangement for a second vessel has been made in the manner and to the effect described in the annual report of the President. No appointments in the proposed scientific corps have been made, but the individuals, *who will be selected*, hold themselves in readiness, should their appointment be permitted. The Department is ready to organize the whole expedition, the moment the legislative decision is known.

That the following expenses had been already incurred:

The *Peacock* had been thoroughly repaired, at an expense which could not be stated, because the accounts had not yet been received. A second vessel had been conditionally purchased, at an agreed price of \$10,000. The expense of sending an agent to the east, would amount, probably, to between 500 and \$1,000. Mathematical books, instruments, &c., had been purchased to an amount probably of about \$2,000. In relation to the additional amounts necessary for fitting out and supporting the expedition, the letter of the Secretary of the Navy did not afford any satisfactory information. The expense of purchasing a provision ship was, indeed, put down at \$15,000. No information was afforded, of the expense of maintaining these three vessels at sea, because, in relation to the *Peacock*, an estimate of the annual support of such a vessel "had heretofore been repeatedly communicated to Congress," though it was admitted that the cost of supporting her "would, in this instance, be greater than if she were cruising on a cheap station, near home." Of the cost of supporting the other vessels, no estimate was given, except that it was stated in relation to one of them, that "she would be officered and manned in the *usual mode*, and the expense, that which is common to vessels of her size." "Two years and a half" was assigned by the Secretary as the period necessary for the completion of the expedition. "It was believed that two or three years, steadily employed, would accomplish most of the objects of the expedition," and that "whether another should be sent out after its return, would depend upon the result of this, and might well be left to the future for decision."

With regard to "the object of the expedition," it was stated to be "to examine the coasts, islands, harbors, shoals, and reefs, in the Pacific ocean and South seas, to ascertain their true situation and description;" and it was stated that, in making these examinations, "coasts, islands, &c., both *known* and *unknown*, would fall under observation," and the orders would be "to examine both as thoroughly as circumstances would permit;" "that there was probably in the southern portion of the Pacific not less than two hundred islands, reefs and shoals, which do not appear on any chart," and "to discover the true situation and description of *all these*, as well as those better known, is supposed to have been the object of the resolution." Directions were also to be given for procuring information of "the present state of our commerce, the difficulties and dangers to which it is subjected, and the best means of protecting and enlarging it, and any other information which might fall in their way, and which would be profitable to the nation."

That these examinations were to be made, "both of known and unknown islands, &c., in part, in a high southern latitude, and the instructions would be to *find and describe all which exist there, and as far to the south as* circumstances would permit them safely and prudently to go."

Looking at the character and objects of the expedition, as disclosed in the Secretary's letter, the committee could not fail to discover that an exploring expedition to the Pacific ocean and South seas was considered, by the Executive, as already determined on; that it had been organized even in its minutest details, and that measures for carrying it into effect had been adopted, involving large expenditures, which had been drawn from the appropriations for the navy; and that the bill, now before the Senate, was considered necessary merely to cover such additional expenses as might not fall under any general head of naval appropriations. It also appeared that the expedition, which it was proposed to send out, was one that must be extremely expensive; and that as a single expedition would not accomplish the object in view, many others of the like kind would hereafter become necessary. In the absence of precise statements from the Navy Department, and adopting the rule given by the Secretary himself, that the expense of preparing and supporting the *Peacock* and the two other vessels would be the same, or even greater than vessels of the same class engaged in ordinary naval service, it was manifest that the cost of rebuilding, repairing and fitting out the expedition, added to the expense of maintaining it for three years, would be very considerable.

The cost of building a sloop-of-war is estimated, in a report made by the Secretary of the Navy, on the 7th January, 1824, at

And the expense of maintaining such a vessel for one year, at \$61,086.50, for three years, equal to

Making, for fitting out and maintaining a sloop-of-war for three years

Supposing the expense of procuring, supporting and maintaining the two other vessels to be the same as schooners of the first class,* (and the committee were furnished with no other data,) the expense would be, according to official estimates of the expense of such vessels, as follows:

Cost of two vessels ready for sea, about \$25,000 each.....

Annual support of each, \$20,000 for three years.....

Making in all.....

* The actual cost of the schooner *Porpoise*, of 200 tons, exclusive of her guns, has been ascertained to be \$28,873.91, and the expense of maintaining such a vessel, at sea, for one year, \$23,165.25.

What deductions were to be made from this estimate, the committee had no means of determining, but they knew that considerable additions would have to be made for the extraordinary expenses incident to such an expedition; and judging from the imperfect data before them, they suppose it not improbable that the whole cost of this expedition would not fall short of between \$400,000 and \$500,000.

The magnitude of this amount forced upon the committee the conviction that the subject was one altogether of too much importance to be acted upon without full and precise information, and accurate estimates of the whole cost of an expedition, to be organized in the manner contemplated by the Navy Department; the committee considered it to be their duty to the Senate, therefore, not only to bring distinctly to their view the precise objects of the expedition, but also the whole expense, as nearly as the same could be ascertained, in order that their decision might be made with a full knowledge of the whole subject.

Another consideration, still more important in the view of the committee, was connected with this question. The fact that an expedition of such an extraordinary character, and bearing such an interesting relation to the foreign policy of this country, had been already organized; that extensive preparations had been made, and considerable expenses incurred for carrying it into effect, when the subject had not, as yet, been even submitted to the Senate, (one of the co-ordinate branches of the legislature,) for its appropriate action, seemed to render a further investigation necessary. The chairman of the committee was therefore directed to propose to the Senate the following resolution, which was considered and adopted, viz:

"Resolved, That the President of the United States be requested to cause to be laid before the Senate a detailed statement of the expenses incurred in fitting out and preparing an expedition for exploring the Pacific ocean and South seas, together with the additional amounts which will be necessary to cover all the expenses of such an expedition; and that he be also requested to cause to be submitted a detailed statement, showing the several amounts transferred from the different heads of appropriations for the support of the navy to this object, and the authority by which such transfers have been made."

In answer to this resolution, a message has been received from the President, covering a report from the Secretary of the Navy; in both of which it is stated, in general terms, that "no transfers have been made from the different heads of appropriation for the support of the navy to this object;" and the Secretary of the Navy has also furnished estimates and statements, intended to afford the information called for by the Senate. The documents now before the committee present for consideration the following points, each of which will be briefly noticed, viz:

1. The character and probable expense of the expedition.
2. The measures which have been adopted for carrying it into effect.

First. The character and expense of the expedition:

In examining the character of the proposed expedition, the committee will confine their views to the plan set forth in the communications of the Navy Department, as it appears that the passage of the bill now before the Senate will be considered as giving the sanction of Congress to that plan; the naval officers, as well as the scientific corps, "holding themselves (as we are informed,) now in readiness," and the Department being also "ready to organize the whole expedition the moment the legislative decision is known." According to the plan of the Secretary of the Navy, it appears to the committee that the proposed expedition can only be considered as the first of a series of explorations, having for their object the examination of all the "known islands" &c., in the Pacific ocean and South seas, and the discovery of such as may be "unknown." The expedition now about to be dispatched, is to be directed towards the south pole; which it is designed to "approach as nearly as circumstances will permit," in order to examine, in the language of the Secretary, "all that exists there." The attention of the commander of the expedition, as well as of the scientific corps which is to accompany it, is to be specially directed to the survey of about "two hundred islands," &c., of the existence of which some information was obtained by the Navy Department, from the agent employed under its direction during the last summer, and which, it is supposed, are not to be found on any chart; these explorations, it is to be presumed, must be continued until the whole Pacific ocean and South seas shall be thoroughly explored, and all the "islands" &c., which exist there, accurately surveyed and examined.

So far as this plan embraces what may be properly regarded as a *voyage of discovery*, the committee can perceive nothing in the present condition of this country to recommend it to the favor of Congress. With immense unsettled and unexplored regions at home, they should consider it altogether superfluous to attempt the discovery of unknown lands, however rich they may be in resources, however inviting to the enterprise of individuals, or the ambition of rulers. Supposing such an expedition to result (as seems to be confidently expected by its sanguine advocates,) in the discovery of countless islands, or even of new continents—such discovery would, in the estimation of the committee, be of no substantial benefit to the United States; but, on the contrary, would be fraught with the most serious evils. The honor that might be considered as properly belonging to a successful enterprise of such an imposing character—the spirit of adventure to which it would give rise among our countrymen—the visionary hopes which it could not fail to excite, and the emigrations to which it must lead—would all combine in urging us "to plant the American standard on the soil discovered by American enterprise;" and a colony would probably be soon built up, in a distant region, which could only be defended at an expense not to be estimated, and which could not be taken under the protection of the United States, without an abandonment of the fundamental principles of our policy, and a departure from those wise and prudent maxims which have hitherto restrained us from forming unnecessary connections abroad.

The committee feel no hesitation, therefore, in unequivocally expressing their opinion, that no expedition ought to receive the sanction of this government, the object of which may be, either to approach the south pole as "near as circumstances will permit," or to discover "unknown lands;" whether such lands are to be sought for (according to the opinions of the earliest projectors of such an enterprise) within the opening which they have confidently asserted "to exist there," or anywhere else in the vast expanse of the Pacific ocean and South seas; the thorough examination of which, for such purposes, would certainly constitute a permanent charge on the treasury of several hundred thousand dollars per annum.

Supposing the object of the expedition to be restricted to the examination and survey of the "two hundred islands," &c., mentioned by the Secretary, it appears to a portion of the committee that the work to be performed would still be of so great extent, that there would be no reasonable prospect of its being speedily accomplished, and that no probable advantage to result to the United States would, in any

adequate degree, compensate for the sacrifice of lives and of treasure which must inevitably take place in the prosecution of such an enterprise. The accurate survey, even of those islands, would, in the opinion of the committee, consume a great many years, and require many successive expeditions.

They much doubt whether an intelligent and scientific naval officer, employed under the direction of the Navy Department, for a single season, in collecting and arranging the information to be derived from the whalers of Nantucket, would not be able to furnish better guides for the navigation of those seas, than could probably be afforded by an exploring expedition in a cruise of three years. The making scientific surveys of coasts, harbors, &c., is a work of time, and can only be well performed by officers who proceed with the utmost care, caution, and deliberation. A survey of the sea coast of the United States was commenced many years ago, under the most favorable auspices, and though much time has been devoted to it by the corps of topographical engineers, and others, it still remains unfinished. It is known to the committee that the examination of a single harbor has occupied a surveying party for near two years; and so great has been the magnitude and difficulty of these undertakings, that the survey of the sea coast has, of late years, been abandoned. Six years ago an act was passed appropriating \$50,000 for "the survey of the routes of such roads and canals as were deemed by the President of national importance;" and, though the same appropriation has been annually made ever since, very little progress has been made towards the completion of the work, notwithstanding a large corps of civil and military engineers have been constantly and assiduously employed in it, with all the advantages to be derived from carrying on their operations at home, under the eye of the government, and aided by the zealous co-operation of their fellow-citizens. It appears to a portion of the committee, therefore, that in the present condition of the United States, while the interior of our own country is yet unexplored—while the charts of our maritime frontier are imperfect—while the islands, shoals, reefs, &c., along our own coasts have not been accurately surveyed and examined—while the northwest coast, and especially the mouth of the Columbia river, remain almost unknown—it is altogether premature on the part of the American Government to enter upon the exploration of the Pacific ocean and South seas, or even to attempt to survey all the islands, &c., which may exist there.

However desirable it may be "to open new sources to our commerce," or to give greater security to those who navigate those seas, the committee cannot perceive why those objects should be deemed of more value than "to open new sources" to agriculture, or to give security to those who may be engaged in other branches of industry—objects which may be safely left to the enterprise of individuals, which, with an instinctive sagacity that puts to shame the assumed wisdom of governments, is invariably directed to the pursuits most profitable to themselves, and most to the welfare and honor of the country. A majority of the committee, however, though they concur generally in these views, are inclined to believe that an expedition, on a small scale, and strictly confined to the examination and survey of the islands, reefs, and shoals which lie in the track of our vessels engaged in the whale and other fisheries in the South seas, would amply remunerate the expense which should be incurred in its prosecution, and they have accordingly directed the chairman to report an amendment to the bill, having this object in view.

In calculating the probable expense of an expedition, organized in the manner proposed by the Secretary of the Navy, the committee will, in the first place, refer to the estimate submitted by the Secretary himself. The following is the statement, taken from the report which accompanies the late message of the President:

Estimate from the report of the Secretary of the Navy.

Cost of fitting out the Peacock. (See the Secretary's report, paper C.)

Whole amount of materials.....	\$52,379 97	
Whole amount of labor.....	29,410 25	
		\$81,790 22
Deduct value of articles returned into store		17,060 69
		\$64,729 53
Deduct guns, estimated at.....		4,008 00
		\$60,729 53
Cost of purchasing and fitting out "the second vessel," and the store ship, and additional expenses, (see report, paper G,).....		42,059 21
Whole expense of preparing the expedition.....		\$102,780 74
Expense for supporting the expedition for one year, \$88,892.75. For two years, the Secretary's estimate, (see report, paper H,).....		177,785 24
		\$280,565 24
Add for the third year.....		88,892 75
Making the whole expense of fitting out and maintaining an exploring expedition for three years		\$369,457 99

It appears to the committee that three years, instead of two, ought to be allowed for the completion of the expedition. Vessels sent on ordinary cruises in the Pacific are usually employed for that period; and from the nature of this expedition, it will not probably return to the United States in less than three years.

This appears to have been the opinion of the Secretary himself, as disclosed in his letter to the chairman, in which he says, that the expedition will be completed in "between two and three years." But the committee are further inclined to think that the Secretary's estimate is in some other respects too low, and that a cautious and provident foresight would require a more liberal allowance for the extraordinary expenses of a new and untried enterprise. The second vessel, for instance, is put down at \$10,000, being *her first cost*, without including the repairs which will be indispensable to convert her from an ordi-

navy merchant ship into "a well appointed vessel," to be engaged in a peculiar and hazardous service. The number of *able seamen* to be employed in the three ships is estimated at only thirty-three, while the number of such seamen usually employed in a single sloop-of-war is sixty-two. There are many other items which seem to the committee to be estimated too low, and making reasonable allowances for the extra expenses incident to all novel enterprises, the committee should not be disposed to put down the whole cost of this expedition, supposing it to continue for three years, at less than four hundred thousand dollars. The Secretary of the Navy, however, suggests that the repairs of the Peacock, as well as the expense of supporting her at sea, cannot properly be considered as chargeable to this expedition, inasmuch as she would be employed on other service if not sent out on the exploring expedition. The committee, however, cannot recognize the correctness of this view of the subject, because they cannot suppose that the Peacock or any other vessel-of-war could be rebuilt and put into commission, unless her services were actually required on some one of the cruising stations, at which our ships are employed for the protection of American commerce. Congress has certainly been, heretofore, induced to believe, that in receiving estimates of the number of vessels to be kept in commission during the year, none were included which were not considered necessary to be employed on the different established stations abroad. The Peacock, therefore, if not sent on the exploring expedition, would certainly not be sent to the West Indies, or anywhere else, unless her services be necessary there; and if, notwithstanding such necessity, she shall be detached on a separate and distant service, her place must of course be supplied by some other vessel. The Peacock having been included as one of the — sloops-of-war estimated for last year by no means proves that she would have been repaired and employed during the present year, without any reference to the exploring expedition, inasmuch as it is understood that she was included in the estimates of the preceding years, and yet she was not repaired or put in commission, simply, it is presumed, because her services were not found to be necessary. In any view of the subject, however, it appears to the committee that the true cost of the expedition, to the United States, must be the *whole expense of preparing the vessels for sea, and supporting them while there*, and that, to consider the expense as consisting merely of the additional cost of such an expedition over an ordinary cruise, is a view of the subject altogether erroneous. By the same reasoning it may be made to appear that if, instead of purchasing vessels, we should build them at our own navy yards, and fit them out and support them in the usual way, that the expedition would not cost the United States a single cent. The committee will admit, however, that so far as a vessel employed at any particular cruising station may be temporarily detached, without interfering with her ordinary duties as a cruising ship, this view of the subject may be supported; but it is wholly untenable when applied to an expedition entirely out of the course of ordinary service, and in no way connected with the protection of our commerce from the aggression of foreign powers. The question of the true probable expense of such an expedition as that in the contemplation of the Navy Department, is, however, one on which any member of the Senate can make his own calculations on the data now afforded by the documents submitted.

Second. The measures which have been adopted for carrying the expedition into effect.

From the documents which accompany the late message of the President on this subject, it appears that the Secretary of the Navy has considered the exploring expedition as sanctioned by the authority of the House of Representatives, and has therefore conceived himself authorized to apply the appropriations made for the navy to this object. The Peacock has accordingly been repaired, at an expenditure of \$81,790.22, (drawn from the funds appropriated by Congress for "the repairs of vessels in ordinary,") an amount which most assuredly could not have been necessary for the repair of a sloop-of-war destined for any ordinary service.

Provisions, peculiarly adapted to this service, have been ordered, (and, as the committee understand, been purchased,) at an expense of about three thousand dollars, drawn from the appropriations for "provisions" for the navy.

A special agent has been employed, to collect information for the guidance of this expedition "respecting the objects to be examined," at an expense of \$1,116, which has been charged to the "contingent expenses" of the navy.

Seamen and others, peculiarly fitted for this particular service, have been engaged, and, in short, every measure has been adopted deemed necessary for the preparation of the expedition, and the Secretary has believed himself to be authorized to use the money necessary for these purposes. Before the explanations here received were furnished, it did not seem to the committee to be susceptible of doubt or controversy, that in preparing an exploring expedition of the character of that now under consideration, where no appropriation had been made for such an object, the necessary expenses could only have been discharged by "a transfer of appropriations." It appeared from the message of the President, as well as the report of the Secretary at the opening of the session, that the expedition was considered as having already received a legal sanction, and that all preparatory measures had been adopted; and it was expressly stated by the Secretary that a sufficient authority was conceived to be derived from this source, to "justify the expenditure of the money."

Believing that the resolution relied on afforded no authority for fitting out an exploring expedition, or for applying a cent of the public money towards any such object, the committee had no hesitation in coming to the conclusion, from the statement of the Secretary himself, that there had been to some extent at least (though to what extent was unknown to them) an unauthorized application of the public funds, and after a careful examination of the documents since submitted, they are confirmed in the opinion. They believe it to be susceptible of the clearest proof, and consequently that the President, as well as the Secretary, are mistaken, when they say that "no transfers, from the different heads of appropriation for the support of the navy, to this object, have been made." If, by the "transfer of appropriations," it is to be understood that money has been drawn from one head of *appropriation*, and applied to another, (as for instance, that moneys appropriated for "repairs," have been applied to "provisions,") then indeed it may be contended that no such *transfers* have been made in this case; but, if the application of money appropriated for one purpose to another and a different purpose; if the application of money appropriated for the "repairs," "provisions," &c., of the navy, towards an *exploring expedition* not sanctioned by law; if the use of money appropriated for the "contingent expenses of the navy," towards the payment of a special agent, employed in collecting information for an exploring expedition, are to be considered as "transfers of appropriations," then such transfers have certainly been made. But the committee do not desire to engage in verbal criticisms, nor to take a merely technical view of this matter. The substantial objection to the proceeding arises out of the fact that, without any lawful sanction

having been given by Congress to an exploring expedition of any description, and without the appropriation of a single dollar to any such object, such an expedition has been organized, and an unlimited discretion has been used in applying the public money towards it, just as if the bill which failed last year, and is now again before Congress, had actually passed both Houses, been approved by the President, and become a law. Neither the amount applied to this object, nor the motives which may have produced the application, form any part of the considerations which have caused the committee to express their decided disapprobation of a proceeding which they believe to be of dangerous tendency, and at variance with the principles which ought to control the appropriation and expenditure of the public money. Nor does it make any difference in principle, that a large portion of these expenditures has been made on objects which may hereafter be converted to the use of the navy, should the expedition not receive the sanction of Congress. But it is not denied that a portion of these expenditures has been applied to objects not necessary for the ordinary service of the navy, and wholly inapplicable to that service. The Peacock has been fitted out in a manner different from, and at a cost greatly beyond, what would have been necessary in preparing her for an ordinary cruise. We are expressly informed that, among other things, a "temporary spar deck" has been provided, at an expense of \$1,943.21, which will have to be removed before she can again be used as a cruising ship. The compensation of the agent, and many other expenses, (some of which are given by the Secretary in paper D, amounting to \$5,059.21,) are clearly of this character; and it appears to the committee that, whether the amount expended without authority be great or small, the proceeding is equally objectionable in principle, and equally sustains the view they have heretofore taken of this subject. The committee forbear to press this branch of the subject further.

The only remaining part, to which they would call the attention of the Senate, is the *authority* under which the Navy Department has proceeded in preparing and organizing the expedition. The Secretary of the Navy refers to a resolution of the House of Representatives, of the 21st May, 1828, and relies upon it as "the command to be obeyed" and "the authority to justify the expenditure of the money," &c. Before this resolution was adopted, viz: on the 25th March, 1828, a bill had been reported by the Naval Committee of the House of Representatives, authorizing the President to prepare and send out an exploring expedition, and appropriating \$50,000 for that object. This bill, for some cause unknown to your committee, not having been acted on by the House, the resolution above mentioned was proposed and adopted, a day or two only before the close of the session, but it was not sent to the Senate, nor presented to the President for his approbation.

The failure of the bill which had been introduced for the express purpose of giving the sanction of the legislature to an expedition (justly considered to involve high considerations of public policy) obviously put an end, for that session at least, to the whole scheme; nor will any one pretend that a simple resolution, adopted by one branch of the legislature, could give a lawful sanction to any object depending on the legislative will, much less that it could justify the use of the public money for carrying it into effect. The 7th section of the 1st article of the Constitution is perfectly explicit on this subject, and requires the same sanctions to every "order, resolution, or vote" of the two Houses, which are requisite to give validity to the most important laws. In both cases they must be agreed to by the Senate and House of Representatives, be presented to the President of the United States, and be approved of by him, before they can take effect. The only known exception to this rule is in favor of orders or resolutions which concern the separate action of each House, and which, like the rules of its own proceeding, do not require the sanction of the other. But when, as in the case before us, the question was one involving delicate and interesting considerations of national policy, requiring large expenditures of money, it is too obvious to admit of argument, or to need illustration, that such a resolution could have no binding force or efficacy whatever. This committee will not enlarge on the importance of preserving to each branch of the national legislature, as well as to the Executive, all the powers conferred by the Constitution, in order to enable them to serve as checks upon each other. They know of no practice that would be more mischievous in its effects than that either branch of Congress should be induced to avoid the delay and difficulty of passing laws on important subjects, by substituting the resolutions of one House; a practice that would become extremely dangerous, if such resolutions should ever come to be considered as affording a warrant to executive officers to apply the public money to the purposes designated by such resolutions. The committee deem it unnecessary, on the present occasion, to do more than merely to bring this subject to the notice of the Senate. They have no reason to doubt that, in adopting the resolution of the House of Representatives, in relation to an exploring expedition, as an *authority for his acts*, the Secretary of the Navy believed himself to be fully justified by the resolution itself, and that he was actuated by an ardent desire to promote an enterprise which he supposed would be conducive to the welfare and honor of the country. And the committee are well satisfied that this expression of a different opinion on their part, calling the attention of Congress and the Departments to this subject, will be sufficient to prevent the recurrence of any similar transaction.

B.

Estimate of the cost of constructing and completing a temporary spar deck, to connect the poop and forecastle decks of the United States sloop-of-war Peacock, repaired at the United States Navy yard, New York, in 1828, including the cost of all extra work arising from the same.

Labor	\$1,038 75
Materials	904 46
	\$1,943 21

Respectfully submitted.

S. HART, N. C.

J. CHANCEY, *United States Navy Yard, New York, January 30, 1829.*

C.

Report showing the cost of the materials and labor of every description, used in repairing the United States ship Peacock, at the United States Navy yard, New York.

Whole amount of materials.....	\$52,379 97	
Whole amount of labor.....	29,410 25	
		<u>\$81,790 21</u>
Deduct—		
Amount of materials and labor in making temporary spar deck, per constructor's estimate, marked B.....	\$1,943 21	
Amount of articles returned into store, viz:		
In master's department.....	\$2,165 24	
In sailmaker's department.....	2,313 11	
In boatswain's department.....	516 76	
In carpenter's department.....	168 30	
In gunner's department.....	3,814 85	
Old copper.....	1,275 60	
Ten gun carriages.....	590 00	
One boat.....	80 00	
		<u>10,923 86</u>
Materials for spar sails.....	\$3,611 61	
Labor on spar sails.....	582 01	
		<u>4,193 62</u>
		<u>17,060 69</u>

Amount properly chargeable to repairs of United States ship Peacock..... \$64,729 53

The cost of six medium eighteen-pounder cannon and carriages, now on board, is included in the above report; and she has not been credited for her original armament, twenty thirty-two-pounder carronades, and two long twelve-pounders with carriages, which are in the yard reserved for her future use. Estimated worth \$4,008.

TUNIS CRAVEN.

Commodore ISAAC CHAUNCEY, *Commandant United States Navy Yard and Station, New York.*

UNITED STATES NAVY YARD, New York, January 31, 1829.

D.

Expense incurred in fitting out the Peacock for the exploring expedition.

1. Extra expenditure in the repairs of the Peacock, (paper C).....	\$1,943 51
2. Compensation to agent.....	1,116 00
3. Cost of mathematical and astronomical instruments, estimated at.....	2,000 00
	<u>\$5,059 21</u>

E.

Estimate of expense which will probably be incurred in fitting out the Peacock.

1. Amount already incurred, (D).....	\$5,059 21
2. Extra provisions.....	3,000 00
3. Books, maps, &c.....	1,000 00
4. Contingencies.....	2,000 00
	<u>\$11,059 21</u>

NOTE.—The expenses of persons other than naval officers is included in the estimate of annual expense of supporting the vessel.

G.

Estimate of expense of fitting out two vessels, with a store ship.

1. Amount of paper E.....	\$11,059 21
2. Cost of second ship.....	10,000 00
3. Cost of store ship.....	15,000 00
4. Additional instruments, books, &c.....	3,000 00
5. Contingencies.....	3,000 00
	<u>\$42,059 21</u>

NOTE.—The scientific corps is estimated in the annual expense, the pay not commencing until the vessels are put in commission.

H.

Estimate of the annual expense of supporting the Peacock and two other vessels while on an exploring expedition.

1. Expense of the Peacock	\$39,724 00
2. Expense of second vessel	17,365 75
3. Expense of third vessel	11,813 00
4. Pay to scientific corps	10,000 00
5. Contingencies	10,000 00
	\$88,892 75

20TH CONGRESS.]

No. 392.

[2D SESSION.]

ON THE CONDITIONS FOR ALLOWING PENSIONS OUT OF THE NAVY PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 2, 1829.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom petitions from widows, &c., had been referred, reported:

That they have examined the cases referred to them of widows claiming to be placed on the roll of navy pensioners.

The committee have made use of every reasonable exertion to ascertain the past progress of the navy pension fund, and the practical operation of the act of March 3, 1817, which provided pensions in these several cases; but principally from the illness of the Secretary of the Navy, and, in part, from the difficulty in making out the desired statements on the subject of the fund and the pensions charged on it, that information is not yet obtained. But the committee are enabled to make the following statements:

The classes of cases referred to the committee have been provided for by no law, save that of March 3, 1817, which *granted* a pension on the usual conditions, when the husband or father "*died in consequence of disease contracted, or casualties or injuries received, while in the line of his duty, &c.*" This act was repealed by the 2d section of the act of January 22, 1824, with a proviso.

The practical effect of this repeal is thus stated by the Secretary of the Navy, in his report to the President, of November 27, 1828: "Since the repeal, deaths by disease, casualty or injury have not been considered causes for granting pensions to widows and children, except in cases where the death occurred during the last war. Applications, which have been numerous, have therefore been uniformly refused, except in the cases specified."

The committee are unable to find any law, except the repealed act of 1817, which ever did *grant* a pension for *such causes*, whether the death happened during or since the war; and they believe there never has been any. If the term of any of the pensions granted by that act had, before its repeal (January 22, 1824,) expired, it was extended for an additional term of five years by the act of March 3, 1819, if the husband or father "*died in the naval service during the last war.*"

Contrary, however, to the above rule of construction, as quoted from the report, the committee find that six pensions, to the annual amount of \$582, have, since the repeal, been granted, *because the deaths had occurred before the repeal*, and one where the death happened *after the repeal*. At the drawing of this report, the committee are not possessed of the facts which would enable them to state what rules have been adopted in granting and renewing these pensions.

Although the information on this subject, obtained by the committee, is quite imperfect, they are satisfied that *if any one of the cases referred to them, and all others resting on the same principles*, were provided for at the present rates, the income of the fund would be *wholly inadequate* to pay the pensions charged upon it: its *principal moneys would be rapidly destroyed*. It is difficult, perhaps impossible, to make a just distinction in principle between one of these cases and another. Each petitioner alleges, and, if required, can prove the most devoted services of the deceased, and very great suffering on the part of his widow and children. A provision for some, and the exclusion of others of equal merit, and supported by the same principles, would be unjust and impolitic.

Nothing but the fullest and most perfect information of the past annual income of the fund and the pensions it has paid, its profits and losses, and correct information of the practical operation of the several acts granting these pensions, and especially of the act of 1817, could justify the recommendation of the re-enactment of that act. This information the committee have not been able to obtain.

They therefore ask to be discharged from the further consideration of these petitions.

20TH CONGRESS.]

No. 393.

[2D SESSION.]

ON THE CONDITION OF THE NAVY PENSION FUND AND THE PENSIONS CHARGEABLE THEREON.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 2, 1829.

Mr. HOFFMAN, from the Committee on Naval affairs, to whom the subject had been referred, reported:

That they have had under consideration the subject of the navy pension fund, and the pensions to widows and orphans charged thereon. If the committee had obtained the desired information on these subjects, it was their design to make a detailed report in relation to them.

In order to judge of the probable future capacity of the fund to pay pensions, the committee deem it necessary to know, for each of several past years, on the one hand, the prize moneys, the dividends on bank stocks, the interest on United States stocks, and every other source of profit accrued to the fund; and, on the other hand, for corresponding years, the pension money paid by the fund, designating the amount of such pensions granted under each particular act of Congress, and also the commissions and premiums paid on the purchase of stocks, and every other loss or charge to the fund. To this should be added a statement of the moneys of the fund, and the stocks belonging to it, and their value, except in the case of United States stocks. Without this information the committee are now persuaded they could not recommend, for the adoption of the House, such measures as may be necessary to increase the revenue of the fund or save it from losses, or to judge of its probable income for succeeding years. The amount of the pension money paid in each year, under any one act of Congress, is clearly necessary to enable the House to judge of the probable effect of repealing, or re-enacting, or extending any such act.

In search of so much of this information as the committee then supposed necessary to their action, they caused their chairman to write his letter to the Secretary of the Navy, of December 15, 1828, which was sent at that time. Owing to some misapprehensions on the subject, that letter was not as full and precise as the committee since find it should have been. A full answer to it would have been of great service to the committee. Their chairman shortly after, in company with one of the committee, called on the Secretary at his office, and explained the wishes of the committee, and the nature and purpose of the information they desired. Subsequently he made a like call at the Department, and made several additional explanations to the chief clerk. The Secretary was then reputed to be ill, and confined to his house.

A reply to this note was received on the 27th January, 1829, dated the preceding day. The delay the committee are informed and believe was attributable to the preceding protracted bad health of the Secretary; and perhaps the same circumstance may be considered the cause of the great defects in this reply. The committee submit that it contains almost literally none of the information asked.

To ascertain the past income accrued to and the pensions paid by the fund, the reply refers the committee to the annual report of the commissioners of the fund. The committee have looked there in vain for the desired information. Its defects are partially pointed out in the letter of the chairman of the committee to the Secretary of the Navy, of February 19, 1829. The committee are of opinion that the annual report ought clearly to exhibit—

1st. The money accrued to the fund from sales of prizes, dividends on bank stocks, interest on United States stocks; from all other sources of profit, such as the purchase of good stocks below par.

2d. All moneys paid by the fund for pensions, designating the amount paid for pensions granted under each particular act of Congress; for premiums and commissions on the purchases of stocks; for other charges, specifying them.

3d. A statement of all losses by reason that any of the moneys of the fund had been uninvested, and the causes of the delay to invest.

4th. A list of the pensioners, and the amount actually accrued to each during the year for which it is rendered, designating, in the case of each granted within the year, the act under which it is granted; and in the case of a pension to a widow or orphans, the time of the death of the husband or father, the cause of the death, and when that cause arose, accrued or happened.

By this enumeration of the requisites of this report, the committee do not mean to designate its form, or to dispense with any facts usually reported. The requisites above designated appear essential to judge of the future probable income of the fund, and the practical operation on it of any one act of Congress.

To obtain the information necessary to ascertain the practical operation of the act of March 3, 1817, and whether any error had taken place in granting or refusing navy pensions to widows and orphans, the chairman of the committee moved the resolution calling on the Secretary of the Navy, adopted by the House January 30, 1829. The Secretary's letter, in answer to this call, was received February 7, 1829, and the papers accompanying it contain useful information. Two causes rendered the reply less useful than it would otherwise have been: first, a mistake in the copy sent, purely accidental, of the word *whence* instead of *when*; and second, the fact that many of the applicants for pensions, refused under the act of 1817, had withdrawn their papers; and many more, whose cases, it is believed by the Secretary, would come within the provisions of that act, have not made their applications. To make this call as perfect as possible in the answer to be given, the chairman submitted a resolution on the 9th of February, which was adopted on the 11th, and to which no answer had been received when this report was drawn. The committee are informed that it will contain all, or nearly all, the particulars for which it calls.

In order to remove the difficulties experienced by the committee in relation to the income, charges, stocks and moneys of the fund, one of their number (Mr. Miller) submitted a resolution, calling on the Secretary of the Navy for information, which was adopted by the House on the 3d of February, 1829, the answer to which, from the ill health of the Secretary, and multiplied engagements of the clerks in the offices, was not received until the 28th of that month. The information it contains will be found in the statements prepared by the Fourth Auditor. Its defects are pointed out, in two particulars, by the letter

of Mr. Miller, of the committee, to the Secretary of the Navy, of February 20, 1829, and in another particular, (the moneys of the fund) in the letter of the chairman of the committee to the Secretary of the Navy, of February 21, 1829. This last error would have shown a deficit in the fund of about \$281,384.72, which, by the letter of the Secretary of the Treasury, of the 25th February, 1829, in answer to one of the chairman of the committee to him, of February 23, 1829, appears to have been in the treasury, in funds placed in the Branch Bank of Washington for the payment of that amount of stocks, on the 1st of July last. No information as to the two other particulars had been received at the writing of this report, but is expected, as the chief clerk of the Navy Department, to whom the statement containing the object was shown by the chairman of the committee, promised to procure and furnish them. When these shall be received, the committee will be able to ascertain the present state of the fund, and its fiscal progress for the last fifteen years; and it is believed the expected answer to the resolution of the 11th of February, 1829, will show the effect, in practice, of the pension act of 1817, and any error which may have been committed in refusing, or granting, or renewing navy pensions to widows and orphans. Without such information the committee believe they ought not to recommend a renewal of the act of 1817.

This brief history of the efforts made by the committee to obtain the information necessary to enable them to act is stated to show the cause why they do not now report definitely on the subject. The delay has arisen, probably, from the sickness of the Secretary of the Navy. The note of their chairman, of December 15, 1828, it is believed, found him considerably indisposed. Hence, too, his reply was not received until the 25th of January. On the receipt of this followed the resolutions of January 30th, February 3d and 11th, and the notes explanatory of the errors and defects in the answers, given almost as soon as they were received, the dates of some of which have not been given. It is understood that the Secretary of the Navy has for several days been extremely ill, and to that cause the committee attribute much of the late delays in answering the calls.

The committee give no opinion on the subject of the construction given to the laws granting these pensions. They are of opinion that a well digested report on the whole subject of the finances of the fund, and of the laws affecting it by grant of pensions or otherwise, and their operation, should be made by the Department.

They therefore recommend the following resolution:

Resolved, That the foregoing report, and the papers and documents accompanying the same, be referred to the Secretary of the Navy, to report thereon at the next session of Congress.

NAVY DEPARTMENT, *February, 1829.*

SIR: In answer to the resolution of the House of Representatives, of the 11th February, 1829, the Secretary of the Navy has the honor to enclose three statements, marked 1, 2, 3, corresponding to the sections of the resolution, and which are intended to convey all the information called for by the resolution, so far as it can be furnished from the files and records of the commissioners of the navy pension fund. It will be found defective in some of the points embraced within the resolution. This has arisen from the nature of the claims for pensions, and the situation of the applicants. They are often friendless, and almost always indigent and distressed, and cannot, therefore, be expected to afford the full and systematic evidence which would be required in other cases. The commissioners have only demanded of them proof of such matters as are indispensable to establish their rights.

Respectfully submitted, by order of the Secretary of the Navy.

CHARLES HAY, *Chief Clerk.*

To the SPEAKER of the House of Representatives.

No. 1.

Statement of pensions granted to the widows and children of officers, seamen, and marines, for death by disease, casualties, or injuries, under other laws than that of March 3, 1817.

	To whom granted.	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, ascertained, or happened.	When granted.	Under what law granted.	Annual amount.	When renewed.	By virtue of what law renewed.	When expired.	If suspended, then when suspended, and the cause why suspended.
1	Catharine Badger.	June 15, 1821	Accidentally knocked overboard from the Franklin.	June 18, 1821	June 30, 1825	Laws of 1813 and 1814.	\$114	.....	.....	June 19, 1829	
2	Anne Maria Clunet	Nov. 26, 1825	Shot by a marine.	Nov. 26, 1825	Dec. 25, 1826	do	54	.....	.....	June 1, 1831	
3	Susannah Lippincott	Feb. 7, 1816	Killed by a fall.	Feb. 7, 1816	Jan. 15, 1827	do	60	.....	.....	Sept. 23, 1830	
4	Susannah Longiel.	Feb. 11, 1824	Lost in a boat	Feb. 11, 1824	July 15, 1824	do	120	.....	.....	Feb. 12, 1829	No application for renewal.

The case of Susannah Lippincott is added to this list because it was granted after the repeal of the law of 1817, and the cause of death did not happen during the existence of that law; it is, therefore doubtful whether the right was saved by the proviso in the law of 1824. It is, perhaps, also doubtful whether the cases of Mrs. Madison, and one or two others, in the second statement, ought not to be added to this list: they appear on the corresponding list in the former report.

No. 2.

List of pensions granted (since the repeal of the act of March 3, 1817, by the 2d section of the act of January 22, 1824) to the widows and children of officers, seamen, and marines, who, since the war, have died in the naval service of diseases contracted, or of casualties or injuries received, while in the line of their duty.

	To whom granted.	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, occurred, or happened.	When granted.	Under what law granted.	Annual amount.	When expired.	If suspended, then when suspended, and the cause why suspended.
1	Catharine Badger....	June 18, 1821	Accidentally knocked overboard from the Franklin.	June 18, 1821	June 30, 1825	March 3, 1817.	\$114	June 19, 1829	
2	Eliza Cooper	July 12, 1822	Yellow fever	July, 1822	Oct. 15, 1825	.....	51	July 13, 1827	Under law of 1828.
3	Anne Maria Clunet....	Nov. 26, 1823	Shot by a marine....	Nov. 26, 1823	Dec. 28, 1826	.....	54	June 1, 1831	
4	Harriet Carter.....	Sept. 7, 1823	Yellow fever	Aug. or Sept., 1823	July 1, 1825	.....	210	Sept. 7, 1828	Under law of 1828.
5	Eliza's Cunningham	Apr. 18, 1823	Yellow fever	April, 1823	Sept. 18, 1824	.....	120	April 18, 1828	Under law of 1828.
6	Eliza W. Cooke.....	Mar. 6, 1823	Killed off Porto Rico	Mar. 6, 1823	Apr. 29, 1824	.....	210	Mar. 7, 1828	Under law of 1828.
7	Charlotte Davis.....	April, 1822	African coast fever.	In 1822	Mar. 9, 1825	.....	72	May 1, 1827	Under law of 1828.
8	Susan W. Eaken.....	Oct. 30, 1823	Yellow fever	In 1823	Apr. 11, 1825	.....	210	Oct. 31, 1827	Under law of 1828.
9	Lavinia M. Edgar.....	June, 1823	Yellow fever	In 1823	Mar. 24, 1824	.....	300	June 20, 1828	Under law of 1828.
10	Eliza Grayson	June 26, 1823	Yellow fever	In 1823	May 3, 1824	.....	240	June 30, 1828	Under law of 1828.
11	Fran. W. C. Gamble .....	.....	.....	.....	.....	.....	.....	.....	[newal.
12	Phoebe Hammersley .....	.....	.....	.....	.....	.....	.....	.....	[newal.
13	Elizabeth Joscelyn	July 17, 1822	Yellow fever	In 1822	Mar. 9, 1825	.....	114	July 17, 1827	No application for re-
14	Susannah Lippincott.	Feb. 7, 1816	Killed by a fall.....	Feb., 1816	Jan. 15, 1827	.....	60	Sept. 23, 1830	No application for re-
15	Susannah Longiel	Feb. 11, 1824	Lost in a boat.....	Feb. 11, 1824	July 15, 1824	.....	120	Feb. 12, 1829	Under law of 1828.
16	Eliza Maury	June 24, 1823	Yellow fever	In 1823	May 8, 1824	.....	240	June 24, 1828	Under law of 1828.
17	Maria C. Madison	Notknown ..	Lost at sea in the Lynx.	In 1821	Aug. 1, 1828	.....	240	Jan. 1, 1833	No application for re-
18	Margaret Navarro....	Oct. 1, 1823	Yellow fever	In 1823	Dec. 11, 1824	.....	120	Oct. 2, 1828	No application for re-
19	Pharbe Reynolds	May 30, 1823	Yellow fever	In 1823	July 15, 1824	.....	120	May 31, 1828	No application for re-
20	Isabella R. Searcy....	Nov. 1, 1822	Yellow fever	In 1822	Apr. 29, 1824	.....	240	Nov. 2, 1827	Under law of 1828.
21	Mary Smith	Mar. 20, 1822	Lost in a boat.....	Mar. 20, 1822	June 30, 1825	.....	60	Mar. 21, 1830	

No. 3.

List of pensions granted to the widows and children of officers, seamen, and marines, under the law of March 3, 1817, and previously to its repeal by the act of January 22, 1824.

To whom granted.	Time of the death of the officers, &c.	Cause of death.	Time when the cause arose, accrued or happened.	When granted.	Under what law granted.	Annual amount.	When renewed.	By virtue of what law renewed.	When expired.	If suspended, then when suspended, and the cause why suspended.
1 Harriet Barney.....	Dec. 1, 1818.	Wounded at Bladensburg	In 1814.....	Sept. 11, 1819	March 3, 1817	\$500 00	June 16, 1828	Jan. 22, 1824	Dec. 1, 1823	
2 Eliza Baldwin.....	April 12, 1816.	Injury received on board schooner Revenge....	In 1811.....	Dec. 13, 1817	March 3, 1817	150 00	June 27, 1826	Jan. 22, 1824	April 12, 1831	
3 Belinda Bowie.....	Not known.....	Lost in Epervier.....	In 1815.....	June 4, 1818	March 3, 1817	240 00	Dec. 24, 1825	Jan. 22, 1824	Sept. 1, 1826	
4 Eliza Cassin.....	August, 1821..	Yellow fever.....	In 1821.....	Oct. 1, 1823	March 3, 1817	240 00	Nov. 8, 1825	Jan. 22, 1824	Aug. 10, 1831	
5 Ellen Dix.....	April 15, 1823..	Yellow fever.....	April, 1823.....	Aug. 6, 1823	March 3, 1817	300 00	.....	.....	April 15, 1828	Suspended under law of 1828.
6 Catherine Fry.....	Not known.....	Lost in Epervier.....	In 1815.....	March 23, 1821	March 3, 1817	108 00	.....	.....	Sept. 1, 1825	No application for renewal.
7 Susan Harden.....	January, 1818.	.....	.....	March 10, 1818	March 3, 1817	360 00	Nov. 14, 1822	March 3, 1819	Jan. 20, 1828	
8 Ann Harden.....	Not known.....	Lost in Epervier.....	In 1815.....	June 2, 1818	March 3, 1817	72 00	.....	.....	Sept. 1, 1826	No application for renewal.
9 Frances M. Lewis.....	Not known.....	Lost in Epervier.....	In 1815.....	July 13, 1818	March 3, 1817	360 00	April 9, 1826	Jan. 22, 1824	Sept. 1, 1826	
10 Mary Neal.....	Not known.....	Lost in Epervier.....	In 1815.....	July 13, 1818	March 3, 1817	240 00	April 9, 1826	Jan. 22, 1824	Sept. 1, 1826	
11 Margaret Parsells.....	Aug. 20, 1819.	Fall from aloft.....	August, 1819.....	Jan. 9, 1821	March 3, 1817	120 00	.....	.....	Aug. 20, 1824	No application for renewal.
12 Eliza Shulrick.....	Not known.....	Lost in Epervier.....	In 1815.....	June 29, 1818	March 3, 1817	240 00	.....	.....	Sept. 1, 1826	No application for renewal.
13 Eliza L. Pearce.....	Aug. 7, 1822..	Yellow fever.....	In 1822.....	May 16, 1823	March 3, 1817	240 00	.....	.....	Aug. 7, 1827	Suspended under law of 1828, August 13, 1828.
14 Harriet Saunders.....	Dec. 7, 1822..	Natural death.....	.....	March 1, 1823	March 3, 1817	240 00	.....	.....	Dec. 7, 1826	No application for renewal.
15 Elizabeth Tromp.....	Not known.....	Lost in Epervier.....	In 1815.....	March 11, 1820	March 3, 1817	36 00	.....	.....	Sept. 1, 1825	
16 Eliza Tarbell.....	Nov. 23, 1815..	Natural death.....	.....	March 31, 1817	March 3, 1817	600 00	Nov. 24, 1825	Jan. 22, 1824	Nov. 24, 1825	

21ST CONGRESS.]

No. 394.

[1ST SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN THE YEAR 1829.

COMMUNICATED WITH THE PRESIDENT'S MESSAGE OF DECEMBER 8, 1829.

NAVY DEPARTMENT, December 1, 1829.

To the President of the United States:

The Secretary of the Navy respectfully presents the following report:

The naval force of the United States, which has been kept in active service during the present year, has been composed of the different squadrons employed in cruising on the stations heretofore assigned them.

The squadron in the Mediterranean has been continued in that service, with the exception of the Delaware seventy-four gun ship, and the schooner Porpoise, which have been withdrawn, the latter having been represented by the commanding officer to require extensive repairs. The return of the Delaware was decided on under a belief that the present state of our political and commercial relations in the Mediterranean did not require the employment of a ship of this class in that sea; that all the necessary protection could be given to our commerce by frigates and smaller vessels; that these promised to be more efficient, in the pursuit and capture of such vessels as might be expected to assail it, and were less liable to suffer from the danger of the Mediterranean navigation. The Constellation frigate and the sloop Ontario were accordingly ordered to join the squadron; the former conveying to England and France the newly appointed ministers to those countries. Information has been received of the favorable execution of these duties. Our ministers have been landed at their respective points of destination; and these vessels, it is presumed, have, before this, assumed their stations in the Mediterranean squadron.

It is to be regretted that instances of insubordination have been manifested among the officers of this squadron. Courts-martial have been necessarily resorted to, and some of the refractory have been sentenced to temporary, and others to permanent dismissal from the service. It is gratifying, on the other hand, to know, from authority entitled to confidence, that the general conduct of the officers of this squadron has been such as to preserve, among the states and sovereignties on the Barbary coast, the favorable opinion of the American character which has been earned by the gallantry and honorable deportment of their predecessors.

The naval force under the command of Commodore Ridgley, and ordered to cruise on the West Indian station, consisted, in the early part of the year, of the sloops Falmouth, Hornet, Erie, and Natchez, and the schooners Grampus and Shark.

Several acts of piracy having been reported to have been committed in the month of February last, the Natchez, which had returned to the United States for repairs, was ordered to rejoin the squadron. After cruising a few weeks, and there being no reason to apprehend a recurrence of these depredations, she again returned to the United States, and has since sailed to Colombia, taking out Mr. Moore, the United States minister to that government, whence she was ordered to proceed to Rio Janeiro, to convey to the United States, Commodore Creighton, whose command had been transferred to Commodore Cassin. This vessel was also required to afford a passage to Mr. Harrison, the late minister to Colombia, on his return to the United States.

The recent invasion of the maritime frontier of the Mexican States by the forces of Spain having led to apprehensions that our commerce, in that quarter, might suffer by the encroachments which belligerents are so ready to make on neutral unprotected rights, the Peacock was equipped, and, taking out Commodore Elliott, to relieve Commodore Ridgley, was ordered to repair to the scene of these renewed hostilities. The Erie, which had also returned for repairs, sailed soon after to rejoin this squadron.

It is due to the late commander, Commodore Ridgley, to say, that, as far as the means had been afforded him, he has kept his little squadron employed with vigilance and activity; and, on a late occasion, this has been gallantly demonstrated at Tampico, in the firm and prompt course pursued by Master Commandant Norris in the rescue of the property of one of our countrymen from the grasp of unjust power.

For the last few months, except in the case just referred to, no information has been given to this Department of any new act of piracy or aggression on the commercial rights of the nation; but there can be no doubt that a relaxation, in the policy lately pursued, would be followed by an immediate repetition of these depredations.

The squadron on the coast of Brazil and Buenos Ayres has been maintained to its usual extent, and has been varied only by the interchange of relief ships for those which had performed the ordinary routine of duty. The presence of this squadron, small as it has been, has probably obtained for the commercial interests of our country a security which would not have been granted to defenceless merchantmen. Peace having taken place between these two nations, nothing is to be dreaded by our merchant ships from an interference with belligerent privileges. Yet many reasons forbid the diminution of our naval force on these coasts. The annually increasing commercial intercourse between the United States and these countries, calls upon the government to be prepared to multiply the means of its protection. Many complaints have been made by certain officers of this squadron against each other, of oppression on the one side, and of insubordination and neglect of duty on the other. The parties charging each other have been ordered to repair to the United States. Immediately after their return, a tribunal will be established to investigate these complaints, and to render justice alike to the aggressors and the aggrieved.

The squadron on the Pacific coast of South America consists of the frigate Guerriere, the sloop St. Louis, and the schooner Dolphin. No changes have been made in the forces of this squadron. Commodore Thompson has succeeded Commodore Jones in the command; and the Guerriere and St. Louis have taken the places of the Brandywine and Vincennes. Commodore Jones has returned to the United States in the former, and the latter, acting under orders from the late Executive, after touching at the Friendly and Sandwich Islands, will return by the way of the Cape of Good Hope. No information has been presented to the Department inducing a belief that an increase of this force is necessary; though doubtless good

policy forbids that any portion of it be withdrawn. Annexed is a statement, marked A, showing the disposition of the public vessels now in commission.

The report of the Commissioners of the Navy, which is herewith transmitted, marked B, furnishes a detailed statement of the number of ships-of-war in ordinary, their present condition, and the amount which will be required to fit them for service. These ships are represented to be in a state of premature and rapid decay, and, when the manner in which they have been disposed of at the stations is considered, this ceases to be a matter of surprise, how much soever it may be of regret. It has been the practice, when ships-of-war were to be laid up in ordinary, to place them under the general superintendence of the commandant of the yard, whose avocations have been so multiplied by the Department that he has but little time to devote to this duty. Thus, they remain exposed to the wasting agencies of the seasons, rain, and sunshine, and to all other causes which favor the decomposition of the materials of which they have been built. This sudden destruction of a fabric, upon the construction of which so much skill has been exercised, so much money expended, and upon the preservation of which so much of the commercial and national security depends, cannot but demand that immediate and effectual means be adopted to arrest its progress. The impolicy of cutting down the best timber in the country, and converting it into ships, which are to be subjected to this process of rapid destruction, would seem to be too glaring not to have been noticed, and too ruinously wasteful not to have been discontinued as soon as perceived. Within the last few years, the vessels which were in preparation on the stocks have been allowed to remain, under the protection of houses erected over them. In the report marked C, the Commissioners have offered suggestions as to the measures necessary for preventing the progress of an evil, which threatens to render abortive all the efforts of a nation for the establishment of an effective naval force. The attention of the President is respectfully invited to this branch of the concerns of the navy, as a matter of minor importance to no one which can be presented to his consideration.

In addition to the measures proposed by the Commissioners for the accomplishment of the objects to which their report refers, it is proper that some remarks be offered on points connected with this subject, and on which their opinions were not required to be expressed. It is believed that the true policy of the government will be to discontinue, for the present, the building of ships-of-war, unless for some specific object or immediate emergency; to provide for the thorough repair of the ships in ordinary; for the erection of the necessary sheds for their protection; and for the establishment of a police at each of the naval stations, to superintend and enforce the employment of the means recommended by the Board of Navy Commissioners for their preservation, and such other as the experience of the navy may have shown applicable to this purpose. To carry the latter objects into execution, an additional appropriation will be required; but their completion must result in an important saving in the naval expenditure, and would give to the nation, instead of the decaying fabrics of which the ships in ordinary now consist, a marine force which could be made to act promptly and efficiently for its defence.

The duty of preparing ships for service is, by the established regulations, committed to the commandants of the yards, whose great object seems to be to hurry the equipment, and to incur as little expense as possible. Thus their preparation is imperfect, and the nation has to encounter a considerable expense in foreign ports to obtain the requisite supplies and repairs. The materials for effecting these are sometimes not to be procured, and the ship, being through the whole cruise in a crippled state, performs the service out and home at the risk of her loss, and perhaps that of her crew. Such a system, in peace, is hazardous; and in time of war, dangerous in the extreme. Some cases have been brought to the notice of the Department, in which ships ordered on voyages of two or three years have been so carelessly equipped, that the whole cruise might be said to be a series of dangers and escapes, and their safe return a matter rather to be wondered at than expected. In every instance in which it can be conveniently done, the officer who is to command should attend to the equipment of his ship for sea. No one is so much interested in the proper discharge of this duty; no one will perform it so well.

It has been usual to discharge seamen at some foreign port, whenever the period of their enlistment expired, or to pay the expenses of their return to the United States. Both these plans are objectionable; the first, because it often leaves the seaman a wanderer on a foreign shore, where he either must suffer from want, or go into the service of other nations; thereby diminishing the number of this useful body of men, or inflicting a heavy burden upon the funds provided for the support of the navy. To guard against both these inconveniences, the practice is proposed to be adopted, of making the cruises of the ships-of-war shorter than has been customary, and enlisting the crews for such a term as certainly to allow of their return to the United States before the expiration of the period of enlistment.

The navy yards established and now in operation in the United States are located at the following places: Portsmouth, New Hampshire, Brooklyn, New York, Pensacola, Boston, Philadelphia, Washington, and Norfolk. There is scarcely any part of the expenditure for the establishment of a navy which has contributed so much to exhaust the general fund intended for its support, as that which has been applied to objects connected with the building and maintaining of navy yards. It appears from the report made to Congress by the Secretary of the Navy, for 1828, that the permanent expenses under this head, including naval, ordinary, hospital, and civil, amount, annually, to \$268,744. The great expense incurred in the support of these numerous establishments, makes it proper to inquire whether it may not be materially diminished by a reduction of their number, without affecting, injuriously, other important interests of the navy. The opinion entertained by those most conversant with such subjects, seems to be, that the number now in operation is greater than the public service demands; that the reduction of them would effect an important diminution of expenditure; and that by concentrating the means and materials for building, repairing, &c., at two or three points most favorable for such purposes, it would tend greatly to promote the general objects of these establishments.

The Commissioners of the Navy Board were directed, on their late visit of inspection into the condition of the navy yards, to examine them with a view to this reduction of their number, and to ascertain, as far as practicable, whether there may not be selected, on the numerous bays and harbors of the United States, other sites, embracing greater facilities and advantages than those which have heretofore been employed for those objects.

The report made by the board, marked C, is herewith transmitted. It affords much interesting information on the points referred to them and connected therewith, and is especially entitled to commendation for the independence of its views on a subject which, from its effects on local interests, is calculated to excite local jealousy and opposition. The document is earnestly recommended to your consideration.

Various representations have been made to the Department, of the advantages offered by the harbors of the small keys in the Gulf of Mexico, called the "Dry Tortugas," as a naval rendezvous and depot of supplies. Should these representations be correct, and the harbor found susceptible of defence, the importance of the position would be equal to that of any other on our southern coasts. In the month of May last, Commodores Rodgers and Patterson were instructed to visit them, and make such general examination as would lead to a just estimate of their value and aptitude for the purposes contemplated. This service was performed by Commodore Rodgers—Commodore Patterson having unfortunately been prevented, by disease contracted on the journey, from joining in this examination.

The report made by Commodore Rodgers, marked D, is herewith transmitted. The result of his observations was so favorable as to justify a full and minute survey. Accordingly, Lieutenants Fainall and Gedney, experienced officers, and well qualified for this service, were ordered to repair to the point designated, and have, for some weeks, been engaged in the performance of this duty. Their return is daily expected; and, when the information obtained by them shall have been received, it will be duly presented to your notice.

The value of the live oak growing on the public lands, on the southern coasts of the United States, as a source of supply of the best timber for the purposes of the navy, has been long properly estimated by the public, and various laws have been enacted by Congress with a view to its preservation. This has been found to be a task of no ordinary difficulty. The great value of this material for the building of vessels of every description, and the high estimation in which it is held, make it an object of pillage to the unprincipled of all nations; and this is not likely to be restrained but by the adoption of measures more coercive in their character than those which have been hitherto employed. It has been the practice to rely on the vigilance of agents, distributed over different districts on the coasts. These agents have been required to guard the public interest, and to bring to justice such as should be found trespassing on its rights. Hitherto their efforts have been unsuccessful. In a few instances only have the agents been able to detect the depredators, or obtain restitution of the property. From the nature of the country in which this timber is found, it must often happen that agents on the land can afford but a very imperfect protection against these violators of the public rights. The whole coast presents a series of bays and creeks, readily accessible to such boats as can bring off the timber; while the adjacent district may consist of impervious forests, or morasses and swamps, which forbid the approach of a superintending force.

It is respectfully proposed that these agencies be discontinued, and that the protection of the public interest in this timber be confided to a marine force, adapted to the navigation of the bays and inlets on which it is produced.

Other important services might be rendered by the vessels employed on this duty. They might, if required, aid in the enforcement of the revenue laws, and, if competent officers were attached to them, afford facilities for the collection of materials for charts of these hitherto almost unexplored coasts.

Sundry testimonials have been presented to the Department (see copies and extracts marked E) showing that canvas, made of cotton, had been successfully employed in the merchant service of this and other countries, and partially in the navy; all favoring the presumption that this article might be advantageously used in the navy of the United States. It was determined, therefore, that some experiments should be made, to test the accuracy of these statements. The execution of this duty has, for the present, been committed to the superintendence of Commodore Elliott, and the experiments are now in progress.

Some trials will, also, be made of cordage prepared from this material.

It is, also, proposed to institute a course of experiments on the canvas and cordage made of American water-rotted hemp, which has been represented as possessing durability and strength at least equal to the same qualities of the imported article. The importance of being relieved from a dependence on foreign supply, for materials essential to the very existence of a navy, justifies a full and decided trial of the products of our own country.

The practice has, for some years past, prevailed in the Department, to make allowances, or extra compensation, to officers who have been required to perform services not strictly within the line of their professional duty.

It is presumed that this practice had its origin in the belief that the compensation allowed these officers was insufficient for their necessary support, and an inadequate return for their merits and services. Congress has not only yielded to, but indirectly sanctioned the procedure, by adopting estimates for the appropriations founded on these anticipated allowances; and the officers themselves now view it as a source of emolument, which ought not to be denied to them. This state of things is irregular and unequal in its operation, and not a little embarrassing to the officer having the administration of the Department. If the compensation now allowed by law is too small, it should be increased; but let it be fixed, and not left to be dispensed at the pleasure, or by the favoritism of any one.

The compensation now made to the officers of the higher grades in the navy, is probably far below what their distinguished talents and services entitle them to receive; and compared with the amount given to officers of the same, or correspondent rank in the army, is remarkable for its inequality and insufficiency. Annexed is an exhibit, marked F, of the relative rank of the two classes of officers, and of the amount of compensation made to each under the existing laws. It is difficult to understand on what principle of justice, or good policy, is founded this difference in the compensation made to officers in the same service, and of the same established rank. Is not the same eminent talent required for the command of a squadron as for the conduct of an army? An equal share of professional skill? Is the naval officer less exposed to personal danger? Is his responsibility lighter, or are his labors less arduous? Does he contribute less to guard the interest, or sustain the rights and honor of his country?

The establishment of schools for the instruction of the junior officers of the navy, in the various branches of science appertaining to their profession, has so often been recommended to the favorable consideration of Congress, and has so uniformly been passed by, without obtaining their sanction, that it is with reluctance the subject is again introduced to their notice. A firm belief, however, that its tendency would be to qualify them for a better discharge of the high trust which may, at some future day, devolve upon them, in their capacities of commanders, forms a sufficient motive for renewing the recommendation, and submitting some views on the subject, which have not been so much insisted on, and which may be entitled to consideration. It has been remarked by a naval officer of much experience and observation, that no inconvenience in the navy is more sensibly felt than the general ignorance, of the officers, of foreign languages. In addition to which, there is often great difficulty in procuring competent and proper

persons to act in our ships-of-war as interpreters and linguists; nor has any allowance ever been made by Congress for the pay and subsistence of such persons. The perplexities and disadvantages under which our officers are placed by these circumstances, may readily be conceived. They are brought in contact, during their cruises, with nations speaking different languages; subject to be drawn into correspondence with the authorities of different places; under the necessity, often, to board vessels of other nations for the purpose of examining their papers and documents; and often without the ability to understand their import and tendency. In time of war, valuable prizes are lost from an inability to translate their papers, and to detect covered property and simulated documents; unnecessary and illegal detentions of vessels are made, and consequent damages obtained from the government.

The schools which have been employed at New York and Norfolk, in the instruction of midshipmen in the elementary branches of mathematics, have been mere temporary arrangements made by the Department, and have never been fostered or recognized by law. Their introduction into use has not been effected by means very regular or direct, but they have been tolerated by government, having been found useful, notwithstanding the very limited range of instruction afforded by them. It is respectfully proposed that, until some better system can be matured, these schools be authorized by law; and that such appropriation be made for their extension and support, as will enable the young officers to acquire a knowledge of such foreign languages as may be important for them to possess in the future pursuit of their profession.

The laws relating to pursers in the navy are believed to be defective in some of their provisions. At present they do not provide a limitation to the periods of their continuance in office, nor for the renewal of their official bonds. Many advantages would probably result from their being appointed for stated periods, and made to renew their bonds, as is now required of navy agents, collectors of the customs, &c.

The mode of compensating them is not such as to lead to a correct discharge of their duties, nor such as is likely to advance the public interests. The profits of these officers arise principally from a percentage, which they are authorized to charge on the articles they sell to the crews of ships. A part of these is furnished from the stores of the government, and the remainder by an advance made to them, to be sold at their risk, and for their own advantage. The temptation to increase their profits by improper demands, upon a class of persons little qualified to detect imposition, may sometimes be difficult to be resisted, and ought not to be presented to them. When their dealings are conducted upon principles of the utmost fairness, the income of pursers, in ships of the largest class, amounts to two or three times the compensation of the commander—in extent of remuneration which their services cannot merit, and which is the more odious, when it is known to be drawn from the pockets of men, who, of all others in the employ of government, earn their scanty wages with the most unremitted toil, and incessant personal danger.

In lieu of their present emoluments, it is proposed that they receive an annual salary, varied according to the responsibility imposed on them, by having a larger or smaller amount of stock entrusted to their care, and the degree of labor required for its disposition and preservation. Under a system of regulations which would enable the seaman to obtain his little supplies of nautical comforts at rates fixed, known and moderate, and without dread of imposition, the naval service would acquire a popularity with them it has never enjoyed; and the present difficulty of recruiting seamen would be diminished to an extent important as to time and expenditure.

In conformity to an act of the last session of Congress, in relation to the Africans stranded on the coast of Florida, a vessel was chartered, and has sailed with them for Liberia, with the exception of two, who were unavoidably detained by sickness. They were placed under the direction of an agent and an assistant surgeon of the navy, with a liberal supply of hospital and other stores. An effort was made to send to their native country, by the same vessel, two Africans who had been introduced into Alabama, a few years since; but, so strong had their attachment become to this country, that they availed themselves of an opportunity, while preparing for the voyage, to make their escape; since which time they have not been recovered by the agent of the government. No cases of importation of this description of persons have come to the knowledge of the Department within the present year.

It may be proper to remark, that drafts have been lately presented by the agent at Liberia, for the purchase of munitions of war, to enable the colonists to defend themselves against the attacks of the neighboring tribes, with which they were threatened. These claims were rejected, on the ground that no law was known to exist which authorized their payment, or which justified any expenditure beyond a temporary support to the restored captives.

The present confused and unsettled condition of the fiscal concerns of the Navy Department, makes it proper that the subject be brought to the notice of Congress; since it is believed that their interposition alone can lead to an equitable and final adjustment. In the month of March last, when it was discovered that these derangements in the finances existed, reference was made to the Board of Navy Commissioners, for such explanations as they might be enabled to give. Their communication in reply accompanies this report, marked G. From a desire to present such minute and detailed information on this subject as may be necessary for its proper illustration, the Fourth Auditor of the Treasury was requested by letter, (copy of which is annexed, marked H,) to report on the present condition of the accounts of his office, showing the probable origin of these embarrassments, and to suggest such measures as he might think necessary to correct the evil. His answer is annexed, marked I.

The vacancy created in the command of the Navy yard at Washington, by the death of the venerable and highly esteemed Commodore Tingey, in February last, has been supplied by the appointment of Commodore Isaac Hull. In April, this officer commenced the discharge of the duties of the station, and has since, by great industry and judicious arrangement, reduced the chaos of materials accumulated there to good order, and introduced a system of discipline and economy favorable to the general operations of the establishment.

The laws concerning the marine corps, and the act of 1800, establishing regulations for the government of the navy, are recommended for revision. The papers marked K and L, contain the estimates for the navy and marine corps; and those marked M, N, O, are lists of deaths, dismissals, and resignations.

The annual reports on the navy pension and hospital fund, &c., will be presented at the usual time.

The act of Congress, authorizing the establishment of the Board of Navy Commissioners, appears to have been designed to provide auxiliaries to the Secretary of the Navy, in the discharge of the ministerial duties of the Department. This body was required to be selected from amongst the most experienced of

the naval commanders; to whom, a knowledge of those duties was presumed to be familiar, and by whom they might be expected to be most correctly discharged.

The subjects placed under the superintendence of the board, by this distribution of the duties of the Department, are numerous, and of almost unlimited variety.

It may be justly questioned, whether the present organization of this body is such as to secure the necessary attention to the diversified subjects placed under its direction; and whether a judicious division of its duties would not facilitate the proper execution of the objects proposed by the institution of this branch of the Department.

Respectful reference is made to a communication from the Navy Board, in answer to inquiries having relation to this subject, herewith transmitted, marked P.

The present naval corps of the United States is believed to be more numerous than is required for the wants of the service; and more than can be advantageously employed, with reference to their own advancement in the knowledge and practice of their profession.

"There can be no national establishment," says a distinguished naval character, "like that of the navy of the United States, which will not, in the course of years, receive into its ranks some who are illy calculated to uphold its character, much less to contribute thereto by their talents and subordination."

"There may exist, also, some who, when received into the service, were calculated to become its ornaments, but who may, through various concurring causes, have degenerated into a reproach. Happily for this institution, the government retains in its hands the corrective for any defects in the corps."

"It is now twenty-eight years since a judicious pruning was given to the navy; a period sufficient to admit some useless suckers to repose under the shade of its virtues and its valor. The time would, therefore, seem to have arrived, to correct some of the evils of the service, by a peace establishment; and which it would go far to effect, by ridding it of the useless and insubordinate portion of its materials. The remainder would be preserved in more correct views of the service, and their management become more easy to the Executive Department."

If, in pruning these excrescences from the too luxuriant growth of the navy, some branches should be lopped off, which, in their day, have borne good fruit, let it be remembered that the navy pension fund, with its ample stores, is open for their sustenance and support; and, it may be added, that the navy asylum, on the Schuylkill, is now so near its completion as to promise, at an early day, to afford a permanent and comfortable residence to its disabled founders, and to such as, though not disabled, may have merited by their bravery, or long and faithful services, the gratitude of their country.

All which is respectfully submitted.

JOHN BRANCH.

Schedule of papers accompanying the report of the Secretary of the Navy, December 1, 1829.

- A. Statement of the United States vessels-of-war now in commission, their disposition, &c.
- B. Statement showing the present state and condition of the United States vessels-of-war on the stocks, and those in ordinary, and repairing at the several navy yards.
- C. Report of the Commissioners of the Navy, dated October 19, 1829, in answer to inquiries of the Secretary of the Navy.
- D. Report of Commodore John Rodgers, dated July 3, 1829.
- E. Copies of papers in relation to cotton canvas.
- F. Statement showing the relative rank, pay, &c., of officers of the army and navy.
- G. Report of the Commissioners of the Navy, dated March 31, 1829, respecting appropriations for the navy.
- H. Letter from the Secretary of the Navy, dated November 10, 1829, on the state of the accounts of the navy.
- I. Report of the Fourth Auditor of the Treasury in reply to the Secretary of the Navy.
- K. Estimates for the navy for the year 1830, and first quarter of 1831.
- L. Estimates for the marine corps for the same period.
- M. List of deaths in the navy since December 1, 1828.
- N. List of dismissions from the navy during same period.
- O. List of resignations in the navy during same period.
- P. Letter from the Secretary of the Navy, dated November 13, 1829, to the Commissioners of the Navy, and their reply, dated 23d of the same month.

A.

Statement of the United States vessels of war now in commission, their disposition, &c.

IN THE MEDITERRANEAN.

Delaware, 74 guns.....	Commodore W. M. Crane, sailed on the 19th February, 1828; ordered home.
Java, 44 guns.....	Commodore James Biddle, sailed on the 7th June, 1827.
Constellation, 36 guns.....	Captain A. S. Wadsworth, sailed on the 12th August, 1829.
Warren, 18 guns.....	Master Commandant Charles W. Skinner, sailed on the 22d February, 1827.
Lexington, 18 guns.....	Master Commandant Wm. M. Hunter, sailed 19th May, 1827.
Ontario, 18 guns.....	Master Commandant Thomas Holdup Stevens, sailed 21st August, 1829.
Fairfield, 18 guns.....	Master Commandant Foxhall A. Parker, sailed 20th August, 1828.

IN THE PACIFIC.

Guerriere, 44 guns.....	Commodore Charles C. B. Thompson, sailed 14th February, 1829.
Vincennes, 18 guns.....	Master Commandant Wm. B. Finch, sailed 31st August, 1826.
St. Louis, 18 guns.....	Master Commandant John D. Sloat, sailed 14th February, 1829.
Dolphin, 12 guns.....	Lieutenant Commandant John P. Zantzinger, sailed in 1821.

IN THE WEST INDIES.

Hornet, 18 guns.....	Master Commandant Otho Norris, sailed 5th February, 1829.
Erie, 18 guns.....	Master Commandant David Conner, sailed 2d November, 1829.
Peacock, 18 guns.....	Master Commandant Edward R. McCall, sailed 26th September, 1829.
Natchez, 18 guns.....	Master Commandant Alexander Claxton, sailed 9th July, 1829.
Falmouth, 18 guns.....	Master Commandant C. W. Morgan, sailed 20th January, 1828.
Grampus, 12 guns.....	Lieutenant Commandant Wm. K. Latimer, sailed 24th May, 1828.
Shark, 12 guns.....	Lieutenant Commandant Thomas T. Webb, sailed 5th November, 1828.

ON THE COAST OF BRAZIL.

Hudson, 44 guns.....	Commodore Stephen Cassin, sailed 27th September, 1828.
Vandalia, 18 guns.....	Master Commandant John Gallagher, sailed 16th December, 1828.

NAVY DEPARTMENT, December 1, 1829.

B.

Statement showing the present state and condition of the United States vessels-of-war now on the stocks, and those in ordinary and repairing, at the several navy yards.

PORTSMOUTH, NEW HAMPSHIRE.

Alabama—ship of the line. This ship requires thirty strakes of plank, on each side, to complete the carpenters' work of the hull. Masts and spars nearly finished. Progress has been made in finishing her inboard works. She can be prepared for sea in about three months.

Santee—frigate of the first class. This ship requires twenty-three strakes of plank, on each side, to complete the carpenters' work of the hull. Masts and spars complete, excepting a few spare spars. Progress has been made in her inboard works. She can be prepared for sea in about three months.

Concord—sloop of the first class. This ship is finished, and has her lower masts in. She can be ready for sea in ten days.

BOSTON.

Virginia—ship of the line. This ship can be prepared for sea in four months. Her hull is nearly complete. Progress has been made in her gun carriages, masts, spars, and inboard works. One suit of square-sails made. Tanks, ballast, cannon, and anchors provided.

Vermont—ship of the line. This ship can also be prepared for sea in four months. Her state and condition is nearly the same as the *Virginia*.

Cumberland—frigate of the first class. This ship is planked, inside and outside, to the spar deck sills, excepting a few strakes left out for the circulation of air. Orlop, berth, and gun decks nearly laid. Spar deck framed and kneed. Progress has been made in the masts and spars; one suit of square-sails made; boats partly built; tanks, cannon, ballast, and anchors provided. This ship can be completed in three months.

Columbus—ship of the line. The hull of this ship requires considerable repairs to fit her for use. Her bottom requires examination, and, perhaps, coppering; to be caulked throughout. She may be equipped for sea in seventy-five days.

Independence—ship of the line. The frame of this ship is believed to be sound, but she will require new decks, outside plank, galleries, head, and part of inside plank, new spars, caulking, and coppering.

Constitution—frigate of the first class. The frame, generally, is believed to be sound; but she requires new outside plank, from the wales, inclusive, to the rail, new ceiling in the hold, new berth and orlop decks, beams, and knees, spar deck plank, galleries, head, caulking and coppering.

NEW YORK.

Sabine—frigate of the first class. Is nearly complete in her hull; masts and spars made; joiners' work ready for putting up. It will require four months to complete this ship.

Savannah—frigate of the first class. Is nearly complete in her hull; masts and spars nearly finished; joiners' work ready for putting up. It will require four months to complete this ship.

Ohio—ship of the line. The outside plank of this ship, from the water to the rail, and part of the inside plank, are decayed. She requires considerable repairs. It will take five months to repair this ship.

Washington—ship of the line. A part of the frame of this ship, being white oak, is decayed. The

outside plank, from the water to the rail, and nearly all the inside plank, are decayed. She will require caulking throughout, and coppering. Six months will be required to repair this ship.

Franklin—ship of the line. The plank on this ship is nearly in the same state as that on the *Washington*. She will require caulking throughout, and coppering. Five months will be required to repair this ship.

United States—frigate of the first class. Part of the ceiling, orlop deck beams, knees, and wales, are decayed. She requires caulking, and her copper to be repaired; masts and spars defective. Seventy days will be required to repair this ship.

Boston—sloop-of-war of the first class. Some decay has been discovered in the wales of this ship; she requires caulking, and to have the copper examined. Thirty days will be required to repair this ship.

PHILADELPHIA.

Pennsylvania—ship of the line. This ship is planked to the spar deck port sill, excepting a few strakes left out for air. The orlop, lower, and middle gun decks are laid; the upper gun deck and spar decks are partly laid. The laying of the decks, planking between the spar deck ports, building the head and galleries, making the port shutters and rudder, is the principal work to be done, excepting the caulking and coppering. This ship may be launched in six months.

Raritan—frigate of the first class. The hull of this ship is nearly completed; the head, galleries, port shutters, and rudder, is the principal work now to be done, excepting caulking and coppering. She may be launched in three months.

Cyane—sloop-of-war. This ship requires heavy repairs, inside and outside.

Sea Gull—receiving ship. In good order.

WASHINGTON.

Potomac—frigate of the first class. This ship is complete in her hull, masts, and spars; gun carriages and boats nearly complete. Some decay has been discovered in the wales of this ship, and it may be necessary to renew a part of them. Can be fitted out for sea in three months.

Columbia—frigate of the first class. This ship has fourteen strakes of plank on each side; orlop and berth decks laid, and gun deck partly laid.

NORFOLK.

New York—ship of the line. To complete the hull of this ship, several strakes of plank, in each of the decks and bottom, are required. In all the other departments of her construction and outfit, progress has been made. She may be prepared for launching in three months.

St. Lawrence—frigate of the first class. Has her gun deck beams in, wales on, and other plank. She may be launched in four months.

North Carolina—ship of the line. A part of the outside plank of this ship, and decks, are decayed. She will require repairs, and to have her copper examined.

John Adams.—Is now stripped for repair, and some progress has been made in the preparation of materials.

Macedonian—frigate of the second class. This ship requires a thorough and extensive repair.

Congress—frigate of the second class. This ship is so far completed in her repairs, that she may be sent to sea in fifty days.

C.

NAVY COMMISSIONERS' OFFICE, October 19, 1829.

SIR: The Commissioners of the Navy have given to the subjects to which, by your letter of the 13th ult., you were pleased to direct their inquiries, all the attention and consideration which their limited opportunity and time admitted, and they now respectfully submit the result.

The plans of the several navy yards indicate the improvements made in each, consisting of officers' quarters, store houses, ship houses, blacksmiths' shops, timber sheds, timber docks, spar sheds, boat sheds, &c., with the dry docks in progress at Norfolk and at Boston; and the paper A will show the number and description of ships in ordinary, and the state and condition of each.

The query, as to the number of navy yards now established and in operation, is one of such importance as to command the most earnest attention and investigation. The commissioners are fully sensible that its discussion may excite strong local feeling, and they are aware of the responsibility of any opinion they may express upon the subject; but, referring exclusively to the unbiassed dictates of their judgment in the performance of an important official duty, and claiming the indulgence which a liberal community will not fail to extend to honest efforts, looking solely to the advancement of the public good, they approach the question with a confidence proportioned to the sincerity of their convictions.

"Is not the number of navy yards greater than is consistent either with economy or the wants of the service?"

To maintain any one yard beyond the number necessary for building and equipping our ships with the utmost dispatch, can, in no view, be considered as consistent either with economy or the wants of the service.

It is obvious that the greater the number of navy yards, the greater must necessarily be the expense. A yard used for general purposes, that is, for building, repairing, equipping and victualling a navy, requires nearly a full set of officers to superintend it, although it may be only occasionally used for such purposes. The principle of accountability in each yard being necessarily the same, the same system of checks must be maintained, whether the amount of expenditure be large or otherwise. In yards not constantly used for general purposes, some of the subaltern officers might probably be dispensed with, but not in sufficient number to affect materially the aggregate amount of expenses, if we keep in view the preservation of system.

Were we to disregard economy, plausible reasons might be assigned even for an increased number

of yards. It might be urged that multiplying their number would multiply the chances of reaching one of them in cases of emergency, such as distress in storms or disasters in battle; but when we look to the localities of our present yards, there are but few of them that can claim a decided preference, even in this, the most favorable, but certainly fallacious, view of the subject. The harbor of Boston can be entered only when the wind shall happen to be fair; its snow storms in winter, its fogs in spring and fall, present serious and frequently insuperable difficulties. The same objections apply with considerable force to Portsmouth, N. H. New York, Philadelphia, and Pensacola, are all objectionable, as neither of them is easily accessible, and the two latter cannot be entered by ships of great draft, even at high water.

If the number of navy yards were confined to the number necessary for the service, in peace or in war, many advantages would result. The expenses would be reduced, and efficiency greatly promoted; system and uniformity might be more easily preserved, and the accountability of those having the direction rendered more certain and precise. By reducing the number of yards more work would necessarily have to be done at each. This would enable the government to concentrate artificers, ship carpenters, and other necessary mechanics, and give them constant employment, and the government would have it in its power to select and retain in its service the most valuable, at fixed and moderate wages. We should escape the inconveniences to which we are now exposed, by employing mechanics at so many different points to execute the public works, and discharging them when such works are done. This state of things not only compels us frequently to pay high wages, but to accept the services of inferior men; those possessing the most skill become discontented when discharged, and will never return unless from necessity. By having few yards, and those judiciously arranged, and provided with the necessary conveniences, much might be gained in the amount of daily labor performed. Ship carpenters and other mechanics, working under cover, can not only do more work per day, but lose no time from rainy or other inclement weather—a consideration important to the government, and calculated to render employment in its service an object of competition with the best men. While no time would be lost when working under cover, without a cover it is believed that, for six months of the year, the work per week would not average more than $4\frac{1}{2}$ days, thus occasioning a loss of one-fourth of time, to save which mechanics would readily agree to probably ten per cent. less wages; while a ship built under cover is worth, probably, twenty-five per cent. more than when built in the open air, constantly exposed to sun and rain.

It would be difficult to estimate fully the value of chosen bodies of mechanics, selected for their skill and industry, and prepared with every necessary convenience, faithfully to execute the public works in the best manner and in the shortest time. In peace, economy would be greatly promoted; in war, the highest interests of our country would be subserved.

Among other considerations claiming attention it may be observed that, by reducing the number of navy yards, many materials suitable for the construction of small vessels would, in the building of large ships, be saved. In the present state of things such materials are distributed among so many yards that the expense and difficulty of collecting them at any one point frequently exceed their value.

Viewing this question, then, in reference to the expense and to the efficiency of our naval establishment, the Commissioners are decidedly of the opinion that the present number of navy yards is "greater than is consistent either with economy or the wants of the service."

The question here arises, what number of navy yards does the navy, viewed in its present and probable future state, require, to secure to it all the advantages and facilities necessary to render it in the highest degree efficient?

To form a satisfactory opinion upon this important point, we must look to our seaboard and consider well the localities of our harbors. It will be found that, although numerous, there are but few of them which can be safely entered by ships of the line, or even large frigates; and surely it will be conceded that none other should be selected as a general rendezvous for our navy.

Our maritime frontier presents two prominent positions, of which a skillful invading enemy would endeavor to gain possession, as enabling him more effectually than any other to harass our coasting and foreign trade, and cut off our internal communication by water, while they would also enable him, with but a small military force, comparatively, to compel us to maintain more than ten times his number of troops to protect points in the very heart of our country which he might be continually threatening, although he might never seriously design to attack. These positions are precisely those which we should most vigilantly preserve from his grasp. The very reasons which render them objects of great interest to him, render them doubly important to us. If he, possessing them, could thus seriously annoy us, we, having them in possession, could then most effectually protect our line of coast, and assail him, should he attempt a blockade. An enemy, excluded from these positions, can nowhere upon our coast find more than temporary shelter for his ships. It is, indeed, confidently believed that, if we had these two points well secured, (and we surely possess amply the means of rendering them so) the inducements to maintain a squadron upon our coast would be so diminished, the difficulties, inconveniences, and hazards would be so numerous and so serious, that an enemy, even one physically and numerically our superior in force of ships, would find it his interest to avoid such an attempt.

The history of our revolutionary war, and our experience during the last war with Great Britain, indicate these two positions too clearly for them to be mistaken. Our past sufferings admonish us that the Chesapeake Bay and the waters near Rhode Island are our most vulnerable points; but while this is admitted, there is great satisfaction in the reflection that they are known to be susceptible of perfect defence; and, from their relative positions to each other, their accessibility at all times to ships of the greatest draft of water, and their greater range of anchoring grounds than are afforded by any other harbors in our whole line of coast, they form, in the opinion of the Commissioners, the two most important and desirable points for the general rendezvous of our navy, in peace as well as in war; and these, they think, would, in every view, be the most judicious locations for our chief naval depots.

The central position, the mildness and salubrity of the climate, the facilities of ingress and egress, and the almost inexhaustible supplies of ship timber afforded by the Chesapeake and its tributary streams, render it superior to any other place on our whole line of coast for a great naval station and depot; and next in the order of importance, for such purposes, is Newport, Rhode Island, or some other spot in Narraganset Bay.

Aside of all the considerations which recommend these as the most important positions for naval depots and stations, in reference to the local advantages and facilities they afford for the rendezvous of

ships, there are other views which strike our minds with increased force and interest, and conduct us to similar conclusions.

Let us, sir, for a moment, contemplate a state of war, and suppose these to be the general rendezvous of our guarda costa, consisting of the line-of-battle ships, aided by steam batteries. These, co-operating with the permanent fortifications now in progress, would place these points in a state of security, and enable us to protect extensively, if not effectually, our inland and coasting trade, and to render invasion difficult and hazardous at any point, and probably impracticable at most; while our frigates, sloops-of-war, and smaller vessels sailing thence, as they would be able to do at all times, and returning, as they might, in all winds, would annoy the commerce of the enemy in distant seas, even on his own coasts and at the mouths of his harbors; to protect which he would necessarily be obliged to draw the larger part of his force from our coast (if stationed there.) We might thus compel him to act on the defensive, while the chances of our merchant and other vessels returning safely into port would be greatly increased. The importance of a navy does not depend so much upon the number of ships, as upon their size and efficiency, and a judicious disposition of them, in reference to our own protection and the annoyance of an enemy to the greatest possible extent.

In time of peace our ships, particularly those of the line and frigates, ought to be laid up in situations where they could most easily be united, and their services most readily commanded, in defensive operations against an enemy coming suddenly upon our coast, and bringing with him, as it might happen, the first intelligence of his having declared war against us. In this view of the subject the two positions referred to again present themselves as being more desirable than any other for the rendezvous of our navy between the Chesapeake and Newport; each being so accessible, so easy of egress and ingress, that a junction of forces, stationed at them, might generally, if not at all times, be effected in less than forty hours. This is an advantage of vast importance, not possessed by any other two posts fit for the rendezvous of our ships-of-war on our whole maritime frontier. Between Boston and the Chesapeake, to form such a conjunction under ordinary circumstances, it might take ten days, or even a longer time; but, with adverse winds and other causes not unlikely to occur, the detention would be incalculable; for, so long as they should continue, a ship-of-war might not be able to get out of the harbor of Boston.

But we have incurred great expense in establishing other yards, and what shall be done with them?

At Boston, the buildings and improvements are highly valuable, and the dock now in progress at that yard makes it desirable that it should be retained as an auxiliary establishment. Its dense and active population, its numerous artificers and mechanics, and other resources it affords, give it facilities in the building and repairing of ships. It is understood that a canal is in contemplation between Massachusetts Bay and the waters of Rhode Island; and should this work be completed upon a scale sufficiently extensive to admit the passage of steam batteries and sloops-of-war, it would become highly important as presenting the means of affording additional protection to our whole line of coast east of Cape Cod and Nantucket South shoal, by a direct, safe, and speedy communication between Boston and Newport; while merchant vessels bound to Boston would often, particularly in time of war, avail themselves of this channel to reach their destined port. For our ships rendezvousing at or near Newport, Boston might thus be relied upon as furnishing many of the necessary supplies that may be required, either during peace or war.

As has heretofore been observed, Portsmouth, N. H., is liable to particular objection; and its remote position, and Boston intervening, deprive it of any advantages it might otherwise possess as an auxiliary establishment. New York, Philadelphia, and Pensacola are neither of them easily accessible; the two latter cannot be entered by ships of great draft of water at any time.

The yard at Washington has been established at great expense; it possesses factories of chain cables, anchors, cambooses, blocks, castings, and laboratory stores generally; and advantages attach to these valuable factories being conducted under the immediate eye of government; and although, like Philadelphia, it does not afford a sufficient depth of water to admit the passage of ships of heavy draft, with their guns and stores on board, yet still, considering its connection with the Chesapeake Bay, and the facility with which the hulls of ships of the largest class may be towed to Hampton Roads or Norfolk, by common steamboats, it will be seen that it is not destitute of advantages, even as a building yard, if viewed in the light of an auxiliary to a larger and more important establishment in the lower waters of the Chesapeake.

Upon the whole, with respect to the number of yards, viewing the question in all its aspects, the Commissioners of the Navy, with great deference, submit the opinion, that with the exception of the yards at Boston, Washington, and Norfolk, and another near the Gulf of Mexico, (principally as a place for the deposit of stores) all of our other yards might, in the course of a few years, (allowing time to remove the ships, &c.) be dispensed with, without injury to the naval service, provided an establishment be made near Newport, R. I.; that the places of general rendezvous, in peace and in war, should be the Chesapeake Bay and the waters at or near Newport; that the yard at Washington should be retained as an auxiliary to the one, and that at Boston as an auxiliary to the other. And the opinion is confidently entertained that economy and efficiency would be greatly promoted by such an arrangement.

As to the most advisable position near Newport, a satisfactory judgment cannot be formed until a thorough and minute examination shall have been made. It is known that there are several suitable places, but it is not known which is entitled to a preference.

With regard to "the preservation of ships in ordinary from the injuries arising from climate," much has been said and written by men of practical information, and many theories still exist upon the subject. It is believed, however, that the climate from the Chesapeake eastward, does not differ so much as to affect materially the preservation of ships at any one of our yards more than another; that, if a ship be originally built of the best materials, and be in sound condition and well caulked, when placed in ordinary, she may, by excluding the sun and rain, keeping her thoroughly clean, dry, and well ventilated, and winding her occasionally, be preserved in that state in either of the yards. The great cause of early decay in our ships is confidently believed to be, in their having been planked with timber, sometimes cut in the wrong season, (although always endeavored to be guarded against in the contracts) most generally not well seasoned, and not unfrequently to the union of both causes. The frames being of live oak, may almost be considered as imperishable.

These observations apply to all ships placed in ordinary, whether they have been in actual service or not prior to their being placed there. While in actual service, it is found that ships do not decay as rapidly as they do when lying in ordinary unprotected from the weather; but if protected in the way

above suggested, they may be preserved much longer in ordinary than while in service at sea, as they are not subject to the wear and tear, and vicissitudes of climate, which vessels in service are exposed to. It would be a difficult task indeed to "estimate the losses sustained under the present system of management, with reference to the quality and condition of the materials used in the construction of our ships." From necessity, ever since the creation of our navy, we have been compelled to use, to a great extent, unseasoned timber in the construction and repair of our ships; hence immense expenditures and great loss of time (invaluable in war) arising from the necessity of frequently repairing them.

The remedy for this evil consists in providing extensive supplies of ship timber, and placing it in a state to be well seasoned before it shall be used, and by never using, either in the construction or repairs of our ships, timber that shall not be perfectly seasoned. The Commissioners earnestly recommend this subject to your consideration; and they would also respectfully recommend that our vessels in ordinary be all placed in the state previously indicated as necessary to preserve them from decay. They cannot be so preserved without being well protected by close coverings or roofs over them. It was, indeed, hoped that this point, often heretofore urged, would have so far claimed the favorable attention of Congress as to have induced that honorable body to have made the necessary appropriations.

It may be proper here to submit the result of our observations and inquiries with respect to the modes of seasoning ship timber. As to the best methods, many opinions exist, and it is yet an unsettled point among the most experienced and intelligent. Weighing all these opinions, and referring to our own past experience, we incline to the conclusion that the following would be found as effectual, if not more so, than any other that could be adopted, viz:

Live oak timber. Let it be immersed in water for twelve months, then taken up and placed under cover to protect it against the sun, rain, and high winds; its immersion is recommended by the fact, that it renders it less liable to split or rent.

White oak timber. Let it be docked about eighteen months in fresh, or two years in salt water, then taken up and sawed into such sizes as may be required, then placed under cover for two or three years, when it will be fit for use.

Yellow pine. Let it be docked for about twelve months, then taken up and sawed to proper sizes for use, then placed under cover for about two years.

Mast timber. Let it be immersed in water and covered in mud, and continued in that state until it shall be required for use.

All timber ought to be cut, if practicable, when the greatest portion of the sap is arrested in its circulation, (say from the first of November to the last of February,) and after being immersed in water, ought never to be taken out at any other season than early in the spring, if to be avoided, and it should then, as early as may be practicable, after being sawed or reduced to proper sizes required in ship building, be put under sheds so constructed as to admit a free circulation of air, but at the same time to shield it from too much exposure to the sun and strong currents of air. It is believed, if the timber used in the construction of our ships was to undergo a process like this, that their durability would be increased twofold.

The Commissioners entertain no doubt that much loss has been sustained by "launching ships before they are required for service." On the stocks, well protected, a ship can be preserved almost without expense for a great number of years—probably as long as the furniture of a house, particularly if built of the best materials and properly ventilated.

Launched, and not protected *while building* by a house or other covering from the weather, as has, from necessity, been the case with many of our ships, and *continuing unprotected*, their decay soon commences and becomes destructive, particularly in their planking.

As to the effect of different kinds of water upon copper on ships lying in ordinary, salt water is, doubtless, more corrosive than fresh. In fresh water, where there is not a strong current, such copper as is used for our ships (32 oz.) would probably last twenty to twenty-five years. In salt water the effects upon copper, depending probably upon the degree of saltiness, differ at different places. The bottoms of our ships, in some situations, soon become barnacled, and even muscels and oysters attach themselves to the copper and prove very injurious. In other situations, when the water is only a little brackish, a crust is formed on the external surface of the copper, which some suppose protects the interior copper, and it may do so in a small degree. But the fact admitted, that copper can be preserved longer in fresh than in salt water, still the contrary is, no doubt, the case with regard to the timber of ships, which is universally believed to be more durable in salt than in fresh water; and this is a far more important material than copper in the construction of our ships, whether we refer to the cost or the difficulty of providing it.

Suitable copper may be readily obtained at all times and seasons; but it requires years to procure suitable ship timber. And it may be remarked, as worthy of consideration, that the water is salt in all of our harbors in any way calculated as rendezvous for our navy.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

HON. JOHN BRANCH, *Secretary of the Navy.*

D.

WASHINGTON, July 3, 1829.

SIR: I have the honor to inform you that, in compliance with your instructions of the 6th of April last, I left this city on the 12th of the same month, accompanied by Commodore Patterson, L. Baldwin, Esq., civil engineer, and Mr. George Baldwin, his assistant, but that, owing to unavoidable delays in descending the Ohio and Mississippi rivers, and seven days' detention at New Orleans, we were prevented from reaching Pensacola until the 14th of June.

Commodore Patterson was unfortunately taken ill on our passage down the Ohio, and such became his prostration of strength, occasioned by the severity of his disease, said to be inflammatory rheumatism, that, by the time we arrived at New Orleans, all hopes of a speedy recovery, likely to enable him to accompany us further, had entirely vanished. The untoward event, I can assure you, sir, occasioned me much pain and regret, as well on account of his own sufferings, and those, too, under circumstances of

the most aggravated character, as that it deprived me of the many advantages I had promised myself to derive from his advice and assistance.

Arriving at Pensacola, as before mentioned, and having made the necessary preliminary arrangements, our operations were commenced the next day: the engineers, on an examination and survey of the navy yard and adjacent waters, in reference to their suitability for the erection of wharves and the construction of a marine railway for the repairs of sloops-of-war and smaller vessels; whilst, at the same time, my own attention was directed to a general examination of the whole establishment with regard to its police, its expenditures, the number, size, and character of its buildings, and other improvements, &c.; and I now have the honor of submitting to you, for the consideration of the President, a report upon those and upon all other matters to which your letter of instructions directed my attention.

Plan No. 1 will, on examination, be found to contain a correct and minute delineation of the Pensacola Navy yard, with all the improvements which have been made therein up to this time, showing the depth of water at different distances from the shore, including the number and description of houses, and every other appendage now belonging to that establishment. But before venturing further on the subject of additional improvements, I would respectfully suggest to the President and yourself the propriety of entering more fully than seems to have been hitherto done, into an investigation and analysis of the geographical position, in regard to the protection of our commerce and the suppression of piracy in the Gulf of Mexico and the West Indies; bearing in mind the small depth of water on *Pensacola bar* (22 feet 6 inches at high water), the difficulty of ingress and egress at all times; the sterility of the soil in the vicinity of the yard and for forty miles in every direction; the impossibility of preserving salted provisions and bread for any great length of time; and more particularly the high prices of labor and provisions, and the uncertainty and difficulty of obtaining mechanics and laborers from time to time, as the exigencies and nature of the service to be performed may render expedient. These circumstances being considered, and their consequences duly weighed and understood, lead to the conclusion that the President and yourself will, on a closer examination of the subject, perceive that Pensacola, as a naval station, neither possesses by nature nor can be made by artificial means to supply, in an essential degree, any of the requisites called for in an establishment, the object of which is to afford succor and give efficiency to the operations of a naval force, such as it would be found necessary to employ in giving anything like efficient protection to so important and extensive a commerce as is constantly to be found passing to and from the Gulf of Mexico and adjacent seas, from every part of our extensive seaboard, from the Mississippi to Maine.

Whether the view I have taken of this subject, in relation to the obstacles attendant on Pensacola being made a principal naval station, even admitting it to be intended only for the security and protection of the immense amount of commercial products to which the Ohio, the Mississippi, the Missouri, and their almost numberless tributary streams are constantly giving vent, has anything of correctness in it, no person is better capable of deciding than the President himself: for, in addition to his ability to understand the subject fully in all its relations, he is known to be familiarly acquainted with the position, properties, and localities of the country to which the preceding remarks are intended to have reference.

In addition to the plan No. 1, herewith handed you, I shall, in a few days, receive from Mr. Baldwin, another plan of the navy yard; such as will serve as a guide in the direction and application of all future expenditures in the erection of quarters for officers, warehouses, blacksmiths' shops, timber sheds, sail lofts, rigging lofts, joiners' shops, and wharves; also, a report on the practicability and cost of constructing a marine railway, suitable for the repair of sloops-of-war and other vessels. These, when received, I shall also have the honor to lay before you.

With respect to the most eligible site that could be found for the erection of a naval hospital, at a convenient distance from the navy yard, permit me to refer you to paper B, of which the following is a copy:

B.

The undersigned, with the advice and assistance of L. Baldwin, Esq., civil engineer, examined the lands in the neighborhood of the Pensacola Navy yard, with a view, in conformity with your instructions, to the selection of a suitable site for the erection of a naval hospital, and has the honor to report that—whatever kind of building it may be deemed expedient to construct for this purpose, between the village of Barrancas and the navy yard, distant from the former a little more than a fourth, and from the latter about half a mile—a suitable spot, on land already belonging to the government, for the location of such establishment, is to be found, containing nearly, if not all the advantages most desirable in such an institution, viz:

1. The site herein recommended is such as to ensure to it complete protection from two forts, intended to be erected to the eastward of it, one of which is already commenced; the other, preparations are making to commence; the first, on the west end of Santa Rosa Island; the other, on an eminence in advance of the Barrancas.

2. It has the advantage of easier access than any other place, by land as well as by water; not only with the navy yard, but with the shipping in the harbor.

3. It stands on a high, airy, and commanding position; affording a fine view of Pensacola Bay, and of the sea, to the utmost extent of human vision.

4. It lies within forty yards of a never-failing spring of as good water as any to be found in the neighborhood.

5. It is situated in the midst of an extensive grove of young thrifty live oaks, pine, black oak, magnolia, and red bay trees.

6. Being upon the highest part of a hammock, the land, although not rich, may be made, with but little labor and expense, to produce vegetables in as great abundance as any other spot in the vicinity.

It is believed that a frame building, the cost of which not exceeding \$8,000, would be found amply sufficient for the accommodation and comfort of any number of officers, seamen, and marines, that our squadron, cruising in the West Indies, would ever find it necessary to send to an establishment of this kind. Such a building, if constructed of good materials, would last, it is thought, twenty-five or thirty years, without further expense than occasionally a coat of paint, and such trifling repairs as the invalids of the institution could, from time to time, be able to make.

The site recommended has already on it the sills of a building; the dimensions of which, and the cost of completing it, you will find described on paper H. This building, if completed, would, it is thought, answer sufficiently well for the present.

Upon the subject of the land sold to the Navy Department by Colonel Joseph M. White, on his own account, and as agent for Judge Henry M. Brackenridge, and for Francisco and Ferdinando Morino, I spent five days in examining the four tracts. The two first consist of 1,600 arpents: 1,200, the property of Col. White, cost the Department \$2,700; 400, belonging to Judge Brackenridge, cost \$2,200. These two tracts are bounded on the south by Santa Rosa Sound, and on the east and west by lands belonging to the United States; the eastern boundary of the first (1,200 arpents) being six, and the last (400) about four miles distant from the extreme end of Deer Point.

On the tract purchased of Judge Brackenridge, (see plat No.—,) I should suppose, from the best examination I was enabled to make, that one-fourth of the whole may be considered what is commonly denominated hammock land—the soil from twelve to eighteen inches deep, consisting of decomposed vegetable substances and oyster shells, intermixed with the fine white sand, forming by nature so large a portion of the soil of Florida, particularly that part bordering on the Gulf of Mexico. On one part of these hammocks, one hundred or more live oak trees, of large growth, are to be seen, and on the other, large stumps of the same tree are found; thus furnishing, if not conclusive, strong presumptive evidence that a soil that had once given growth to such timber, might, with care and proper management, be made to produce it again; if not by transplanting young and thrifty trees, at least by sowing acorns taken from trees of large growth while in a sound healthy state. On the adjoining 1,200 arpents, purchased of Colonel White, (see plat No. —) I am led to believe, taking the whole together, that not more than one-sixth part can properly be called hammock lands; this, particularly the hammock land, is similar in quality to that purchased of Judge Brackenridge; and from the number of large stumps to be met with, it is inferred that large live oak trees had once grown on it. At present, however, it has but few, if any, of this description, although it contained several thousand young trees, twelve to twenty and twenty-five feet in height, and two, three, and four inches in diameter. The timber on the easternmost part of this tract consists principally of a stunted growth of pitch pine, intermixed with scrub, black jack, and water oaks.

The improvements on the two tracts are as follows: On that purchased of Judge Brackenridge, a frame dwelling, one story high, (not plastered) containing two large, and four small rooms, with a large passage running through the centre, having a portico in front and another in the rear of the house; a log kitchen, a stable, and other small out-houses; two gardens—the large one having in it several hundred small orange and peach trees; the other, used principally as a vegetable garden, has some small fruit trees and shrubbery. In addition to these, there are two new rough log buildings, sufficiently capacious to accommodate twenty negroes. On the tract purchased of Colonel White, there are no improvements, other than the remains of two small log buildings, said to have been built by General Call.

At the time I visited these lands, there were twenty hands employed in cutting down, and clearing out from among the young live oaks, all the undergrowth and other trees, such as white bay, black jack, scrub, black and water oaks, magnolia, &c.; and, in this way, it was judged by Mr. Davis, the overseer, who accompanied me, that nearly or quite 200 arpents had already been cleared; in addition to two avenues in a north and south direction, and another in the centre, running east and west, that had been cut through the woods to give free circulation to the air, and prevent injurious effects from fires, such as these lands had previously been subjected to from Indian hunters and others. On the lands thus cleared, the overseer assured me that there were now growing 173 full grown trees; 426 of six inches and over in diameter; 11,635 between two and six inches; and 9,965 of two inches and under; making in the whole 22,202, which he had already counted.

From the limited examination I was enabled to make of these lands, it is impossible for me to say with precision how many acres had been cleared, or how many live oak trees they contained; but from what I did observe, (and my whole attention was given to the subject,) I am strongly inclined to believe that the overseer's statement is nearly if not quite correct.

Colonel White I found was at Tallahassee, and as it would have required twenty days for a letter to reach him by due course of mail, I was under the necessity of giving up the expectation of seeing him before my departure; and Judge Brackenridge having left Pensacola for Philadelphia before my arrival, precluded my obtaining from him an account of the expense that had already been incurred, or of the sums necessary to satisfy existing claims against the lands, for the improvement of which he had been appointed the superintendent.

I now come to the two tracts, one consisting of 1,250 arpents, purchased of Colonel White for the sum of \$2,361.11; the other of 800 arpents, purchased through him, as the agent of Francisco and Ferdinando Morino, for the sum of \$3,000. In the examination of these lands I spent two days, and was assisted in my researches by Captain Woolsey of the navy, and a respectable Spaniard, a native of the village of Barrancas, named Cummings or Cummin.

The 1,250 arpents (see plat No. —), are bounded on the north by the Grand Bayou, south by the Grand Lagoon, east by the Gulf of Mexico. On this tract, which lies about three miles west of the Barrancas, there is a large hammock of about 150 arpents, that contains some large live oaks, and a considerable number of others of recent growth, from three to six inches in diameter, intermixed with pitch pine, red bay, black oak, magnolia, and other trees of a small size. This hammock does not appear to differ in the quality of its soil from those inspected on Santa Rosa Sound; and from what I was able to observe by passing around it and into it in two places, as far as the undergrowth would permit me to penetrate, I am led to believe that the number of arpents of hammock it was said to contain does not differ essentially from what has been stated. The remainder of this tract consists of one-third, perhaps, of impenetrable swamp, covered with juniper, white bay, and other trees peculiar to such land; the remaining two-thirds of sand, in most places thinly covered by pitch pine, none of which are large enough for spars.

The tract of 800 arpents is bounded on the north by the Grand Bayou, on the west by the village of Barrancas, and on the east by the navy yard. This tract has on it two hammocks, one containing perhaps thirty-five or forty, the other twenty or twenty-five arpents; but although it has, like the other hammocks, a large number of small live oak trees, and some large stumps of the same kind of timber, I saw none of large growth. The soil, like all the rest, is generally very sandy, and unfit for cultivation. It is, however, pretty well clothed with small trees, such as pine, red bay, black jack, water oak, and other wood suitable for fuel. Its chief value consists in its vicinity to the Great Bayou—the number of springs of good water it supplies, and the fine elevated prospect that part bordering on the Bay of Pensacola affords of the sea. It is on this ground that the erection of a hospital is recommended, should one be thought expedient.

On my return from Pensacola in the Erie, sloop-of-war, (which ship, owing to the bad state and condition of her bottom and standing rigging, it was deemed advisable to send to the United States for repairs) I called at the *Dry Tortugas*, where I spent four days in the examination of its singular harbor; and this I was enabled to do effectually by the assistance of Mr. Baldwin and Captain Turner, with the boats of the Erie.

The Tortugas, so called, consist of eleven small islands, or keys, encircled by an immense reef or bank, formed of coral, which breaks off the sea in every direction, and contains within its embrace an outer and an inner harbor; the first of which, besides affording a safe anchorage at all seasons of the year, is sufficiently capacious to ride in security all the navies of Europe; but what is most singular, there is within this harbor another still more secure, which in its character may be said to be unique; uniting as it does sufficient depth of water for ships of the largest class to a narrow entrance, not more than 120 yards wide; ease of ingress and egress; and may be entered or departed from at all times, let the wind be from what point of the compass it may.

This singular harbor, when considered in reference to its geographical position and the defence of our southwestern coast, may justly be looked upon as the advance post of that portion of our maritime frontier, and in this light must strike every one as possessing peculiar advantages, lying, as it does, directly in the track of all vessels passing to and fro, not only between it and the Mississippi, but between every part of West Florida and our eastern States; whilst at the same time there is no one spot on our whole line, from north to south, that presents the same facilities in communicating with the several ports in the Island of Cuba, as well as those in the Gulf of Mexico, even as far south as the Bay of Honduras on the Spanish main.

These, however, are not all its advantages; for on referring to the chart, it will be seen that not only the commerce of Havana and of the Island of Cuba generally, but even the homeward bound trade of Jamaica, would be subjected to its grasp, were its natural advantages to be aided by the erection of suitable works for the protection and convenience of a competent naval force.

With all these advantages, it must be confessed that nature has not supplied it with every essential necessary to the perfectibility of such an establishment, inasmuch as no fresh water or firewood of any consequence is to be found on either of the keys; water, however, might be supplied by the erection of cisterns, and wood from Key West and the eastern part of the peninsula of Florida, without much inconvenience or expense.

The base of the whole of these keys is formed of concrete rock, composed of coral and shells, giving to each a foundation of the most solid and permanent kind; seven of them are clothed with a rich grove of mangrove trees of small size, and various shrubbery; but the other four contain little or no vegetable productions, although turtle and fish in the greatest abundance are to be met with everywhere. For a minute delineation of all that relates to these islands or keys, permit me to refer you to the accompanying charts.

All the papers received by me, having any relation to the lands purchased of Colonel White and others, are herewith transmitted. It would be difficult to determine the value of these lands; for, notwithstanding they all contain considerable quantities of timber, suitable for firewood, and those parts called hammocks might be made to produce live oak, it is believed, still, for the purposes of cultivation there is but a small part, I should think, that is of any value whatever.

All which is respectfully submitted.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

HONORABLE JOHN BRANCH, *Secretary of the Navy.*

The drawings, plans, &c., connected with this report will, when received from the engineer, be transmitted.

E.

Copy of a letter from Warren R. Davis, Esquire, to the Secretary of the Navy, dated—

WASHINGTON, August 12, 1829.

I take the liberty, partly based on some personal intimacy, but chiefly as one of the representatives of a neglected portion of this confederacy, of addressing you on a subject that I consider of public interest.

I respectfully request that you will cause an experiment to be made in the naval service of the United States, for the purpose of ascertaining the fitness and utility of cotton as the principal element of sails, rigging, &c., and of its comparative cost, strength, durability, advantages and disadvantages. This request is predicated on information I have received of the results of some partial experiments recently made in the United States sloop-of-war the Boston, lately returned from a South American Atlantic station, and on other facts and experiments in the merchant service. That sails, rigging, &c., of cotton fabric, have been long used in the navigation of the Grecian Archipelago, is well known; and the fact that the Austrian as well as the Greek ships in the Levant are clothed entirely with that material, is amply sufficient to prove that cotton is there used, not as a substitute, but in preference to hemp. Hemp is one of the staple productions of that country, and forms an important item in the list of her exports; cotton is not, but is imported from other countries. I am informed that the superior celerity of the Greek ships, and what are usually called the Baltimore clippers, is attributed in part to their use of cotton canvas.

The maintopail of the Boston, which I understand was mostly used and relied on during the long voyage from which she has just returned, was of cotton canvas; and that experiment was abundantly satisfactory to the officers on board of its strength, durability and usefulness. An officer of that ship, of skill, science, and the most scrupulous accuracy, has promised me a written statement of the facts referred to, as well also of some experiments in the merchant service; these shall be furnished you as soon as received. These facts, together with the certificates subjoined, I hope will be considered sufficient to

authorize a full and fair experiment; especially as the cost of an extra set of sails, &c., would be but little, and repay that little by their service. This application is justified not only by its probable important results, but by frequent and recent precedents.

The Navy Department has been repeatedly and pressingly importuned to test the comparative merits of American hemp, sail duck, &c.; and in 1828 the Naval Board of Commissioners made a full report on the subject, which was immediately followed by a law imposing the heavy and oppressive duty of \$45 per ton on unmanufactured hemp until the 30th June, 1829, and \$5 per ton annually, until the duty shall be \$60 per ton. A similar call was made in 1827, and responded to in 1828 by the Secretary of the Treasury, on the culture of *si k*. If I mistake not, a resolution was adopted by the House of Representatives at the last session of Congress, directing the Secretary of the Treasury to digest a plan for supplying the American navy with cordage and canvas of domestic produce and manufacture. The request I make is at least as humble; it is only to use an article already within your reach, to test its usefulness and importance.

If the result of the experiment should be as I most confidently expect, its importance to the nation will be vast indeed. It would increase the demand for almost double the amount of cotton now annually produced in the United States. If successful here it would be speedily adopted by the navigating interests of other countries, and increase the demand, and open a market for that product to an amount beyond the reach of calculation.

Hemp can be profitably cultivated only on a few rich alluvial spots, or veins of land; but cotton (not unequally burthened as it now is) would yield to honest industry wealth and comfort from the 36th deg. of north latitude to the utmost verge of our southern and southwestern limits. The wealth added to the general stock of national riches by the cultivation of hemp is small indeed, according to the Treasury reports, from 1818 to 1827 inclusive.

During the latter year, the exports of hemp and canvas amounted only to \$63,074; but the exports of cotton during the same year, from seven States only, amounted to \$29,359,545; that article alone being of greater value than all other exports of all the other States together, and yielding, by the duties imposed upon its returning exchanged value, more than half the revenue of this government. But, however advantageous the experiment may prove to a particular section of our country, I admit that it can be properly asked for or expected on the ground alone of national interest.

In the present case the result can be of no local or sectional interest, unless it proves useful and beneficial to the nation. The former will depend upon, and be the consequence alone of the latter. Its success and future triumph will require no aid from legislation, no exclusive privileges for itself, or burthens upon the industry or encroachments upon the rights of others.

I herewith enclose you a part of the testimony I have received, and have the honor, &c., &c.

NAVY DEPARTMENT, August 24, 1829.

SIR: I have received your communication of the 12th instant, containing your views of the expediency of introducing into our navy the use of cotton canvas.

The testimonials presented by you from highly respectable sources, of the result of various experiments in the merchant service, added to the trial made of a topsail of that material, during the late cruise of the sloop-of-war *Boston*, are sufficiently satisfactory to authorize a more extended experiment.

The fitness of this great staple of our country for the manufacture of canvas, suitable for naval purposes, shall, as it deserves, be fully and fairly tested. I have accordingly, with the approbation of the President, ordered a full suit of sails for the sloop-of-war *Peacock*, now fitting for sea, to be made of cotton canvas.

I am, very respectfully, your obedient servant,

JNO. BRANCH.

HON. WARREN R. DAVIS.

Copy of a letter from Isaac McKim, Esq., to Warren R. Davis, Esq., dated—

BALTIMORE, August 15, 1829.

I received, this morning, your letter of the thirteenth instant, requesting my experience and opinion respecting cotton duck, which I shall give with great candor, as I have no interest in the use of cotton duck farther than the general interest of the country. Having been constantly engaged in the shipping business as owner for about thirty years past, and particularly in fast sailing Baltimore schooners, my attention has been constantly applied to whatever would improve their speed in sailing, as those vessels are generally employed in such voyages where everything depends on fast sailing, and, when the British orders in council were in force, France was principally supplied with colonial produce by this description of vessels, under French imperial permits, and sometimes I have been under the necessity of standing my own underwriter to the amount of \$100,000 on a single vessel. Thus situated, every attention was bestowed on the outfit of the vessel; but at this time I was not acquainted with the great value of cotton duck. It was during our late war with Great Britain that it began to be introduced, and my first knowledge of it was in about 1813, by being used on a Baltimore schooner called the *Tuckahoe*, and which vessel, in consequence, had the reputation of outailing all the other Baltimore schooners. In 1815 I built two fine schooners, burthen about two hundred tons each, the one called the *Tropic* and the other the *Plattsburgh*; both those vessels' principal sails were made of cotton duck, and fully answered expectation as far as heard from, both being uncommonly fast sailing vessels, and in which I consider the cotton duck had a principal share. In the year 1823 I built the fast sailing schooner *Yellot*, burthen about one hundred and eighty tons, and this vessel's sails are entirely made of cotton, both light and heavy sails; her reputation for fast sailing is not exceeded, if equaled, by any vessel of her class. She has made two voyages round Cape Horn, with cotton duck, and two to Smyrna. None but cotton duck has ever been used during these voyages; and so fully satisfied am I with cotton duck that I shall never permit any other to be used on board my vessels, as I am fully convinced that it is far superior to all other duck, without exception.

In the first place the cost is rather *under* the best Holland duck; second, that it will outlast any other duck, as it never mildews; that a vessel, with a suit of cotton duck sails, will sail nearly a mile per hour faster than with sails of any other description. This fact is so well established that all the fast sailing boats in the Chesapeake Bay, as Mr. Hooper, a respectable sailmaker of this place, has just informed me, have no other sails than cotton duck. Mr. James Cooper, a highly respectable pilot for the

port of Charleston, has informed me, in a conversation respecting cotton duck, within a few days past, that he was obliged to use cotton duck in self-defence, as he found the other pilot boats laid *nearer* to the wind with *cotton duck* sails, and outsailed his boat, but when he put the cotton duck on her he outsailed them. Captain Kelly's fine ship *Peruvian*, built in this port, has made four voyages round Cape Horn with no other sails than cotton duck; he prefers it to all other canvas, as to its *lasting*, and increasing the sailing of his ship. I saw a sail on board the other day, which had made the above voyages, and looked quite well; he has promised me a certificate respecting the wear of the *Peruvian's* sails, which, when received, I will send to you.

I am much pleased to hear that the Secretary of the Navy has it in contemplation to make an experiment of cotton duck. I am fully persuaded that it will succeed if attempted, and that it will be a great step for the country, the navy, and all concerned. As it respects the navy, it will give them the capacity of outsailing or catching their enemies, as may best suit the occasion; but I hope the experiment will be fairly made; that is, let a sloop-of-war or frigate have an entire suit of sails, (both light and heavy sails) made of cotton duck, and go out in company with another sloop-of-war, or frigate, with the canvas now in use in the navy, and have a trial of sailing; after this has been done, let the vessel with the cotton duck sails unbend them, and put to the yards the canvas now in use, when the difference in point of sailing will be perceived. As for the cost of the experiment, it is not worth mentioning; the sails will not be lost, and, in justice to the country, the experiment ought to be made without delay. There is only one objection to the use of cotton duck, which requires consideration; and that is, whether it is more likely to take fire, in time of action, than other canvas; in answer to this, I say let a fair experiment be made at the Navy yard, Washington, under the inspection of the President, Secretary, and all concerned. My plan would be to have an old mast rigged with shrouds, &c., with a foreyard and cotton duck sail affixed thereto, and a similar mast and foreyard, with foresail affixed of the canvas now in use by the navy; then let as many 24-pounders be fired at those sails, at such distance as the wad would strike, and see which sail caught fire first. The only way to meet objections is to have the experiment made to test them. As to the strength of yarns by weight, I am not acquainted with *that* manner of trying; but, if a principal sail will make two voyages round Cape Horn or the Cape of Good Hope, I want no further wear out of it, as it has then more than done its full duty. The mere fact that a vessel, with cotton duck sails, will sail faster than with any other canvas, is sufficient to cover a great many objections; but I maintain it is cheaper and better in every other respect, besides the price of the cloths:

Best cotton duck, No. 1, 40 cents per yard, 22 inches wide.
 Best cotton duck, No. 2, 38 cents per yard, 22 inches wide.
 Best cotton duck, No. 3, 36 cents per yard, 22 inches wide.
 Best cotton duck, No. 4, 34 cents per yard, 22 inches wide.
 Best cotton duck, No. 5, 33 cents per yard, 22 inches wide.
 Best cotton duck, No. 6, 32 cents per yard, 22 inches wide.
 Best cotton duck, No. 7, 31 cents per yard, 22 inches wide.
 Best cotton duck, No. 8, 29 cents per yard, 22 inches wide.
 Best cotton duck, No. 9, 28 cents per yard, 22 inches wide.
 Best cotton duck, No. 10, 27 cents per yard, 22 inches wide.

I think No. 1 rather too heavy for the navy, as it weighs nearly a pound to the yard, of 22 inches wide. I, however, make use of this number for the schooner *Yellot's* three lower sails. As for cotton rope, I am sorry that it is not in my power to give you any information respecting it, as I have never seen any of it used. As for cotton rope or yarn that is exposed to the air for a length of time, I should think it would do it great injury. Plenty of the first quality cotton duck can be had here. With the best wishes for your success and a tender of any further information in my power,

I am, &c., &c.

Copy of a letter from J. Edward Calhoun, lieutenant United States navy, to Mr. Charles Crook, junior, of Baltimore, dated—

August 13, 1829.

In reply to your inquiry concerning the maintopsail, made of cotton duck, which was used by the Boston sloop-of-war during her late cruise on the coast of Brazil for a period of more than three years, I have to state that it was bent oftener than any other maintopsail in every kind of weather, and that at the termination of the cruise it was the best sail in the ship. I know that the commander of the Boston, judging from that single specimen of cotton canvas on board, agrees with me in opinion that it is stronger, holds wind better, lasts longer, and is not more liable to mildew than the canvas made of hemp.

I am, &c., &c.

U. S. SHIP JOHN ADAMS, *Pensacola Bay*, February 5, 1827.

SIR: In reply to your letter of the 21st December, which I this day received immediately on my arrival here, I had only a maintopsail of cotton that was bent at Norfolk in March last, and has been in constant use nearly the whole time since; my ship has been actually at sea two hundred and forty days, and sailed eighteen thousand five hundred and eighty-seven miles in the above period, including the hurricane months, which were excessively boisterous; and this ship requiring the maintopsail, it was always carried as long as practicable.

The injuries which topsails sustain from frequent reefing, &c., is well known by the Navy Commissioners. I have had the above-mentioned topsail middle stitched to strengthen the sewing, which had given way in several places, and I now pronounce it as good as it ever was, having this day examined it minutely to enable me to make this report.

Cotton sails hold more wind, are much more pliable and easily handled, and, upon the whole, I think highly of them for square sails.

J. WILKINSON.

BALTIMORE, *March 26, 1827.*

The ship *Peruvian*, built at this port in 1824, burthen upwards of 5,000 barrels, of which I was (until lately) part owner, was fitted, as regards sails, with cotton canvas, manufactured at your establishment in this city, with which she made two voyages to the Pacific ocean, and is now on her third voyage, to Gibraltar and South America, with her original sails except a few light ones. It is the opinion of the captain, who is part owner, and mine also, that cotton canvas is far preferable and much more durable than any other heretofore used. I am the better convinced of this fact from having another ship (the *Hope*) in the same trade, which was fitted with Holland and Russia duck sails, which, although nearly new previous to her departure from home on her last voyage, scarcely lasted to the Pacific and back.

Being so entirely convinced from experience of the decided superiority of cotton duck, I give it the preference in all cases, and should be highly gratified if the government could be prevailed on to use it on our ships-of-war, as they would unquestionably find it much to their advantage.

ELISHA TYSON.

BALTIMORE, *January 10, 1828.*

I hereby certify that the ship *Galen*, under my command, performed a voyage to Batavia, Amsterdam, and back to Baltimore, with an entire new suit of cotton duck sails, which duck was manufactured by Mr. Charles Crook, jr., of the city of Baltimore. I was ordered to the Pacific and back to Baltimore; I was again ordered to Matanzas, Amsterdam, and back to Baltimore. The *Galen* was again ordered to Matanzas; from thence to St. Petersburg, Russia, and home, and is now on her second voyage to the Pacific; and I am of opinion that the original cotton duck sails are quite sufficient for the said second voyage to the Pacific, and will now wear longer than a new suit of Holland duck.

THOMAS BEVAN.

BALTIMORE, *February 1, 1825.*

In compliance with your request to give you information respecting cotton duck, I have to inform you that I have used that article on vessels, from the year 1812 up to this time, when it could be obtained in this market.

In 1812 I got as much from Massachusetts as made two suit of sails; although it was not well manufactured, I found it to wear extremely well, and to have every valuable qualities, that hempen canvas had not.

I found it much less liable to chafe; it was more even, and keeps close in its texture, until it is entirely worn out. A sail of cotton duck will hold the wind quite as well when it is two-thirds worn, as when it is new.

In hempen canvas it is well known that after it is half worn the most of the wind escapes. I have lately obtained some cotton duck, manufactured by you, which is far superior, in my opinion, to anything I have ever seen of the kind. Although I have not had it a sufficient time to prove entirely the wear of it, I am fully persuaded that it will be found equal, if not superior, to hempen canvas made in any country.

I am extremely anxious to hear of the cotton canvas having a trial by our experienced officers in the navy, who would be much better able to judge of its quality.

Some persons will say that it is more liable to mildew than hemp; but I am of a different opinion, from the experience I have had.

B. MEZICK.

BALTIMORE, *January 28, 1825.*

This is to certify, that for two voyages, one of which to Smyrna, in the schooner *Yellot*, I have used the cotton canvas, and prefer it decidedly to any other; it wears better and holds wind better, whereby a vessel will sail much faster, and it does not mildew more than any other canvas.

H. S. CURTIS.

*Extract from a letter of Captain Woolsey, dated—*PENSACOLA, *March 8, 1828.*

In answer to your letter of 20th December, relating to the cotton maintopsail, I have to remark that it had lain in store a long time in Key West, before it was received on board the *Constellation*; one or two of the middle cloths, near the head of the sail, were damaged in store, and had soon to be mended, but the rest of the sail has had a fair test, in all weathers; is now bent, and still continues good. For the West India service, I think canvas of that description as good as hempen, and for all the high sails, I think cotton equal in all respects to hempen in any climate.

NORFOLK, *October 7, 1826.*

I have directed Captain Wilkinson to report fully and particularly the strength and durability of the cotton *maintopsail*, furnished that ship last year. It was bent on the first of November, worn seven weeks in very stormy, wet weather. (four of them at sea,) and was then handled in the Gosport Navy yard, where it remained about the same length of time, and was again bent on her preparation for sea in February. When I last saw the ship, (in June,) it was then in use and reported to be in good condition.

From the whole I have seen of that sail, I am inclined to think favorably of the article for sails, and to believe that we have no cause to fear its greater combustibility than canvas made of hemp; it stands flapping and chafing as well, if not better, than sails commonly do of other materials.

L. WARRINGTON.

BALTIMORE, *March 22, 1828.*

We, the undersigned, owners, masters and sailmakers, of the city of Baltimore, certify that the ship *Peruvian*, of this port, was completely clothed with cotton duck, manufactured by Charles Crook, jr., of Baltimore, and that it is now upwards of three years in service, during which time the *Peruvian* has been

three voyages to the Pacific ocean, and back to this port; notwithstanding, it is our unanimous opinion that the said clothing is quite sufficient for a voyage to South America.

MATTHEW KELLY.
THOMAS A. LANE.
EDWARD HOLBROOK.
WILLIAM GRAY.
B. MEZIC.

BALTIMORE, August 24, 1829.

Isaac McKim, Esq., Baltimore:

Sir: I take the liberty of recommending to you Crook's cotton canvas. I had a suit of sails made of it for my ship *Peruvian*, in 1824, which were in constant use for three years; and at the end of that period, after making three voyages to Lima and back, the sails would, in my opinion, last a voyage to South America. From thirty-five years' experience, I have never found canvas to equal it, as to durability, and the propelling of vessels.

I am, respectfully, sir, your obedient servant,

MATTHEW KELLY.

BALTIMORE, August 25, 1829.

DEAR SIR: I received yours of the 22d inst., relative to the use of cotton duck. I have made use of cotton duck for the last ten years, and am confident that it is the best duck for sails of any description. It will last much longer, and retain its thickness to the last, and cost less than either Russia or Holland. It is used by three-fourths of the ships owned at this port. My brig *Pacific* has a suit of cotton duck, a part of which is now on her, of Nos. 3, 4, 7 and 8, now on a voyage to Rio Janeiro; which has been in constant use (except the little time she has been in port) for thirty-four months, without a shift sail, or in other words, one to supply their places. Had I forty sail of ships, I should use it for them in preference to any other duck.

I am, respectfully, your obedient servant,

WM. H. CONKLIN.

Lieutenant THOMAS R. GEDNEY, *Washington*.

PATERSON, N. J., September 7, 1829.

Sir: From the interest you manifest in the subject of cotton, as a suitable material for sail cloth, I have thought the following communication might be acceptable to you, though coming from an entire stranger. Few persons, I believe, are acquainted with the extent of the present use of cotton duck in the merchant service, though but a trifle compared with the use of other duck.

I have been engaged, since 1822, in manufacturing of cotton sail cloth. The first two or three years to a small extent; subsequently, the consumption of it increased yearly, so that, for the last two years, I have made and sold from 2,500 to 3,000 bolts, of 50 yards each, per annum.

From 1822 to 1st May, 1828, say six years, I made 10,300 bolts of 50 yards each; from 1st May, 1828, to the first instant, I have made 9,600. How much has been made at the Baltimore factory, I do not know; I presume, however, from what I hear, that they do not make as much as I do, perhaps 1,500 to 2,000 per annum. There is a small establishment near Boston, but not much done, nor is it of a good quality.

From the time I have been in the business, and the quantity which I have sold, the conclusion may be safely drawn that cotton duck is approved of, and that it is gradually forcing itself into more general use.

My principal sales have been in Philadelphia and Baltimore, but principally in Philadelphia, where it is purchased by the same persons, year after year; not only for coasters and bay craft, but also for ships in the India trade, and those round Cape Horn. There are ships which have had it, and no other, in use for three years.

There is a prejudice against it, drawn from the frail texture of cotton *shirting*, which "gives all at once;" but this does not apply to cloth of the strong texture of my sail cloth; and wherever it has been used long enough to require repairs, it is as susceptible of repairs as any other duck. In the navy, I believe, the objection hitherto has been its liability to take fire, or rather the presumption that it was more liable to take fire than flaxen or hempen cloth. This I believe to be as ill-founded as the other objection above mentioned; and this prejudice, I rather think, is giving way. I am confident that it is not more liable to be set on fire, or, if on fire, that it would burn with more rapidity, than the same texture of flaxen or hempen sail cloth, for this reason, that the duck is made of three and four fine yarns twisted together; the warp and the filling is therefore a solid twine; it is as compact as the flax, and instead of being only two threads, it is three, four and five finer threads. Besides, I have for some years past furnished the *steamboats* on the Delaware with cotton cloth for awnings; as passage boats, they have them up at all times, and if more combustible than flax duck, would not be used. As my duck is made of double and twisted threads, no starch or sizing is required in the operation of weaving, and, of course, it is not so liable to mildew.

In fact, I could produce numerous certificates as to its durability, &c., if it was required. But the cotton sail cloth used in the Mediterranean sea and in the Levant, as also in the East Indies, is made of two or more *single threads*, laid and kept together by a thick coat of starch, which causes mildew, and when washed out, leaves the duck more open and of a loose texture, consequently, more exposed to fire.

Several officers of the navy, however, do not object to it on this account, and I am happy to learn that it is to be tried in the navy. It will stand the test, and I am confident will go far to remove existing prejudices to its more general use in the merchant service, and thus be affording a new demand for cotton in this country, for the supply of our own ships, as also giving an article for export.

If my memory is correct, at least 30,000 bolts of heavy sail cloth is annually imported from Russia alone; besides much more from England and Holland, and a great amount of raven's duck. I have, within a few days, sent samples of my duck to the Navy Commissioners at Washington, where you can see it, if so disposed.

Craving your indulgence for this long communication, I remain,

Very respectfully, your obedient servant,

JNO. COLT.

HOB. WARREN R. DAVIS, *Washington*.

PHILADELPHIA, August 18, 1829.

SIR: In answer to your inquiries respecting cotton canvas, I can state, from three years' experience, I would give it a decided preference over linen, for the following reasons: it wears better, is much closer, and retains its closeness until worn out. We have tried it for sails to our packets for three years past, and have found it less liable to mildew.

For awnings to our steamboats, which occasionally throw out a good many sparks from the chimneys, we think it less combustible; feeling confident that linen would burn out much more quickly.

We occasionally make a strong pickle, with a small quantity of lime slacked into it, and wet the sails and awnings with it, and always make a practice of doing so when new, to take sizing out of the canvas.

M. C. JENKINS, *Steamboat Newcastle, of the Union Line.*

W. A. SLACUM, Esq.

Extract of a letter from Commodore J. D. Elliott to the Secretary of the Navy.

NEW YORK, September 9, 1829.

Prejudice existing in the minds of some against the introduction of cotton canvas, (but with whom I am disposed to differ) I do most earnestly solicit that, for each of the ships attached to the squadron under my command, you will cause to be made a mainsail, a maintopsail, a maintopgallantsail, a main royal, two maintopgallant studdingsails, a main stormstaysail, a mizen staysail, a lower studdingsail, two foretopmast studdingsails, a fore and maintopmast staysail, and a jib; and that a foresail, a square-sail, a foretopsail, and a jib, with hammock cloths, hammocks and bags properly sewed and fitted, be sent out for each of the schooners. The kinds of sails just mentioned have been enumerated because most worn.

By complying with my solicitation, you will be enabled to obtain the united information of all the officers of the different grades, attached to the squadron, and who are supposed to represent different sections of the Union, being natives of the different States.

The enclosed copy of a letter which I had occasion to address to the Marquis of Parangua, minister of marine of Brazil, and in which my views touching the utility of cotton canvas for the purpose alluded to, are fully explained, is herewith submitted to your consideration.

Extract of a letter from Com. Jesse D. Elliott to the Marquis of Parangua, minister of marine of Brazil, dated—

U. S. SHIP CYANE, *Harbor of Rio de Janeiro, November 27, 1826.*

With a disposition to interchange specimens of such materials, the product of our own continent, of which you possess the most bounteous part, I beg leave to tender you two specimens of the kind of canvas of the staple of both Brazil and North America. One is new, and is a facsimile of the maintopsail of several heavy sloops-of-war, which we have recently constructed, launched and equipped for sea; one of which, the Boston, now in this port, has had the maintopsail in constant use for nine months, and the officer in command of the vessel unhesitatingly declares it infinitely superior to the European hempen canvas. The second is a piece of a lighter sail, and condemned after having been in constant use four years.

Extract of a letter from the Hon. John Branch, Secretary of the Navy, to Commodore Jesse D. Elliott, dated—

SEPTEMBER 15, 1829.

SIR: Your favor of the 9th instant has been received, and, duly appreciating the importance of the subject to which it refers, I have not neglected to bestow the most deliberate consideration on its contents.

That prejudices should exist against the introduction into the naval service of an article, the practical importance of which has not been fully tested by experience, is not to be wondered at. If, however, the contemplated innovation be an improvement, these prejudices must necessarily give way to experiments, which shall demonstrate the value and importance of the discovery.

I am much pleased, on this occasion, to have the benefit of your aid in giving a fair trial to the merits of the proposed substitute for the canvas now used in the United States navy.

You may rely upon the best efforts of the Department to afford you an opportunity of making this trial, under circumstances the most favorable to their success; and that your requisitions for the cotton sails, hammocks, &c., shall be complied with as speedily as they can be prepared, and if not ready to put on board the Peacock before her necessary departure from the United States, they shall be forwarded to the squadron by the Erie, or by some other safe conveyance.

Wishing you a successful cruise and safe return,

I remain, very respectfully, &c.,

JOHN BRANCH.

Com. JESSE D. ELLIOTT, *New York.*

F.

The following is the relative rank between officers of the army and officers of the navy:

A captain of the navy, under five years, ranks with a lieutenant colonel; a captain of the navy, over five years, ranks with a colonel; a captain of the navy, over ten years, ranks with a brigadier general; a captain of the navy, over fifteen years, ranks with a major general; a master commandant ranks with a major.

Neither the pay nor the rations of a navy officer of any grade are affected by duration of service; a captain, if commanding a squadron, is, by law, entitled to \$1,200 as pay, and \$1,460 for rations, making

\$2,660 per annum; if not commanding a squadron, then his pay and rations amount to \$1,930. A master commandant is allowed \$1,176.25 per annum.

The following shows the amount of the pay, &c., of certain officers of the army, considering each as commanding a separate post:

Major general.....	\$6,512 64
Brigadier general.....	4,422 48
Lieutenant colonel.....	2,372 32
Colonel.....	2,941 32
Major.....	2,106 32

The following shows the relative pay, &c., of officers of the army, and the proposed pay of officers of the navy, of assimilated rank, agreeably to the above scale:

	Maj. Gen.	Brig. Gen.	Colonel.	Lieut. Col.	Major
Army.....	\$6,512 64	\$4,422 48	\$2,941 32	\$2,372 32	\$2,106 32
Proposed pay for the navy.....	3,000 00	2,700 00	2,400 00	2,200 00	1,800 00

Exclusive of rations, which are not to be drawn except when officers are in actual service; then they are to commence from the date of their orders for service, and to terminate at the striking of the pennant.

G.

NAVY COMMISSIONERS' OFFICE, March 31, 1829.

SIR: The Commissioners of the Navy have had the honor of receiving your letter of yesterday's date, with the statements therein referred to, which enable them to reply to your previous letter of the 17th, and to comply, they hope, with its requisitions, in a manner satisfactory to you.

The statements now respectfully submitted, and marked A, B, C, D, present every view of the state of the appropriations to which they refer, deemed essential to a thorough and perfect understanding of the subject.

The paper A exhibits the sums appropriated for the year 1828; the balances in the Treasury on the 1st of June, 1828, when the arrangement A, No. 2, took effect, and the board began to approve requisitions under the heads of appropriation therein set forth; the whole amount of the requisitions approved by the board, from the 1st June, 1828, to the 21st March, 1829, and the balances thence deducted, to which is added the amount accruing from the sale of various articles, thus giving a general view of the proceedings of the board with respect to the appropriations in question.

The paper B shows the state of these appropriations at the several agencies in the United States, on the 1st of June, 1828, and 1st March, 1829, (except that at Pensacola, which has not been received.) To this paper the Commissioners respectfully invite your particular attention. It shows that, while agents have ostensibly large balances in their hands, under certain heads of appropriation, they have made overpayments under others, nearly counterbalancing them. The last returns from the navy agent at Philadelphia, (which embrace all the navy appropriations) exhibit balances on hand, \$69,761.58; overpayments under other heads of appropriation, \$69,230.13; thus making the actual balance of money in his hands \$531.45. The agent at Norfolk had, by his last return, balances on hand, \$103,248.33; but he had overpaid, under other heads of appropriation, \$92,259.41, thus making the actual balance of money only \$10,988.92.

The Commissioners beg leave to observe that while this state of things continues the fiscal system of the Department will remain confused and imperfect. Early after the organization of the board it was foreseen that, unless some precise and correct system should be adopted and persevered in, the navy appropriations would get into a confused and unintelligible state; and the board, on numerous occasions, expressed that opinion to the Secretary of the Navy; finally they decided to address to him an official letter upon the subject (copy of which, marked B, No. 2, they submit herewith), but the propositions then made were not concurred in; and it was not till the board were apprised of the actual state of the appropriations, in May, 1828, that they ventured to renew the subject, at which time the arrangement A, No. 2, was entered into. This arrangement, if carried fully into effect, would, with but slight improvement, keep the Department in possession of every information as to its fiscal concerns.

The great defect in the fiscal branch of the Department, remitting moneys without a perfect knowledge of the objects upon which they are to be expended, and the cost of those objects, has existed in a greater or less degree ever since the establishment of the Navy Department, yet it has ever appeared to the board to be susceptible of remedy.

If we know the amount of the appropriations, the objects of expenditure, their probable cost, the particular items chargeable to each appropriation before remittances are made, and see that no moneys are issued but for authorized objects and under the appropriate heads, and positively instruct the disbursing agents not to apply moneys under one head of appropriation to objects chargeable to another, and require of them prompt settlements at the treasury, every desirable check would exist.

These objects were in view at the time the Commissioners addressed their circular of May 28, 1828, to the navy agents, but they have not been enabled to enforce the principles laid down in that circular, because of orders given, unknown to them, to apply moneys to other than their legitimate objects. Under such orders the agent at Philadelphia applied a sum in his hands belonging to "gradual increase," amounting to more than \$30,000, to five other distinct appropriations, viz., sloops-of-war, navy yards, five schooners, contingent prior to 1824, and contingent for 1826. This is mentioned merely as an example of the difficulties the board has experienced in enforcing the principles of their circular of 28th May, and to show existing defects in practice. It is far from the intention of the board to throw the slightest shade of censure upon any one in any way concerned in administering the affairs of the Department; but evils, to be remedied, must be known, and the board has felt itself bound to make them known to you, sir, solely with a view to their remedy.

The board is sensible that, until Congress adopted the practice of appropriating for the first quarter

of a succeeding year, it was frequently unavoidable to authorize the application of moneys, *for the time*, to other than their legitimate objects. The moneys, however, thus applied, ought to have been refunded to the appropriations to which they belonged, as soon as the general appropriations were passed. But now, and so long as Congress shall adhere to the practice of appropriating in anticipation for the first quarter of the succeeding year, the necessity of taking moneys from one appropriation and applying them to another no longer exists, and need never be resorted to except in cases of emergency.

The paper C, shows the requisitions approved by the board under each appropriation, for each agent, and the aggregate amount at each agency. By comparing this with the preceding paper B, it will be perceived that there were balances on hand at some of the agencies on the 1st June, 1828, and that they continued on hand on the 1st March, 1829; that no requisitions were made by those agents, or none approved under those heads, and, consequently, that those balances were not required at those agencies; instance, \$900 at Portsmouth, belonging to "gradual improvement;" \$2,532.39 at Baltimore, belonging to "gradual increase." It will also be perceived that, at the Norfolk, New York, and Boston agencies, large balances belonging to "ten sloops" were on hand on the 1st of June. More than a moiety of these balances was unnecessary at those places, and has since been drawn from them, and remitted to other places where the moneys were needed.

Upon examining the general returns made to this office, it was found that in one case \$20,920.68 had been paid out of the appropriation for "sloops-of-war," instead of being paid out of that for "repairs," and in another case that \$9,183.23 had been paid out of the same appropriation instead of being paid as follows: \$5,266.12 out of "repairs," and \$3,917.11 out of "navy yards," and they recommended the proper transfers in the cases, so as to restore the amount to "sloops-of-war."

It will be seen (paper B) that the appropriation for sloops-of-war owed, on the 1st of March, 1829—	
To the agent at Norfolk	\$1,173 53
To the agent at Baltimore	359 87
To the agent at Philadelphia	34,113 18
To the agent at Portsmouth	1,343 30
Making an aggregate of	<u>\$36,989 88</u>

This appropriation appears to be exhausted, and the sloop Concord is not yet completed.

The appropriations made by Congress for building ten sloops-of-war were as follows:

Act of 3d March, 1825, appropriates	\$500,000 00
and the proceeds of the sale of vessels, &c., on the lakes, "to the repair and building of sloops-of-war."	
Act of 18th May, 1826, appropriates	350,000 00
Act of 19th March, 1828, appropriates	201,350 00
	<u>\$1,051,350 00</u>

Of the ten sloops thus provided for we have ascertained, by a minute examination of the returns made to this office, that *seven* of them have cost as follows:

The sloop Boston	\$108,849 02
The sloop Lexington	112,080 08
The sloop Vincennes	115,889 77
The sloop Warren	104,368 00
The sloop Natchez	112,729 18
The sloop Falmouth	106,717 70
The sloop Vandalia	98,669 17
	<u>\$759,302 92</u>

Making the average cost of each \$108,471.84 $\frac{1}{2}$.

The returns with respect to the *three* other sloops-of-war, viz: Fairfield, St. Louis, and Concord, are not complete. It is known, indeed, that the Concord is not yet entirely finished. As far, however, as these returns have been received, they make their cost to be:

Fairfield	\$91,199 37
St. Louis	57,800 00
Concord	102,000 00
	<u>\$250,999 37</u>

If we estimate the cost of these three at the average cost of the seven, it would make the aggregate cost of the whole ten sloops, \$1,084,718.45, or \$33,368.45 more than the amount specifically appropriated; but this excess is more than covered by the proceeds of the sale of vessels, &c., on the lakes, which on the 1st October, 1825, amounted \$52,150.27.

The paper D has been prepared with a view to show the amount of unpledged funds under each of the specific heads of appropriation referred to, and as a guide to future operations. It assumes the balances in the treasury, on the 21st March, 1829; adds thereto the balances in the hands of the agents not required for any authorized purpose, and deducts the amount of existing contracts and engagements, and the amounts due at the several agencies arising from overpayments, and exhibits the following result, viz:

Balances in favor of	
1. Provisions	\$493,514 64
2. Repairs of vessels	82,430 84
3. Pay of superintendents, &c.	51,876 86
4. Ordnance and ordnance stores	51,775 56
5. Medicine and hospital stores	23,353 24
6. Navy yards	164,133 04
7. Gradual improvement	330,740 88

8. Gradual increase.....	\$103,296 73
9. Contingent expenses.....	130,261 15
And a balance against—	
10. Ten sloops-of-war, of.....	36,989 88
The contracts on account of "repairs of vessels" and "gradual improvements of the navy" are, as will be seen by this paper, extensive. Those for the former are for timber and canvas, &c., to be used in the repairs of vessels. They should all be completed in the course of the present year, agreeably to their respective stipulations. Those for the latter are for the live oak frames of ships of the line, frigates, and sloops-of-war, and for timber and stone, &c., for the docks now erecting at Norfolk and at Boston. The contractors for live oak frames may or may not, at their own option, complete their contracts within the present year, as they are allowed nearly the whole of the year 1830 to deliver the timber. It is quite probable that most of them will avail themselves of this stipulation in their contracts to a considerable extent, and although the contracts amount, for "gradual improvement," to \$536,475.80, we may not have to pay, <i>this year</i> , more than \$300,000.	

The large balance due to the agency at Norfolk, under the head of contingent expenses, is deducted from the balance on hand, so as to show what the balance of that appropriation would be if that debt were paid out of it. This debt has, it is believed, been accumulating for years, and the appropriation for this year cannot legally be applied towards discharging it, because it is by law confined to expenditures arising within the year.

The actual balance of the contingent appropriation, applicable to expenses arising within the present year, is \$184,520.20.

With these explanations, the paper D indicates, as nearly as they can be ascertained, the balances of the several appropriations now to be disposed of as the government may think advisable.

All which is respectfully submitted.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Honorable JOHN BRANCH, *Secretary of the Navy.*

State of the navy appropriations.

For provisions; repairs of vessels in ordinary, wear and tear, &c.; pay of superintendents, storekeepers, &c.; ordnance and ordnance stores; medicines and hospital stores, &c.; navy yards—their improvement and repairs; ten sloops-of-war; gradual improvement of the navy; gradual increase of the navy; contingent expenses, defined, 1828, 1829.

MARCH 21, 1829.

A.

Statement showing the amounts appropriated under certain heads, (those committed to the board,) of expenditure for the year 1828; the balances in the treasury on the first of June, 1828, (when the Commissioners began to approve requisitions;) the sums appropriated for 1829; the amount of requisitions approved by the board to the 21st of March, 1829, &c., being a general view of the proceedings of the board with respect to the appropriations.

	Provisions.	Repairs of vessels.	Pay of supernumeraries, &c.	Ordnance, &c.	Medicines, &c.	Navy yards.	Ten sloops.	Gradual improvement.	Gradual increase.	Contingent expenses.
Appropriations for 1828	\$505,000 00	\$510,000 00	\$50,102 00	\$50,000 00	\$38,200 00	\$105,000 00	\$201,550 00	\$500,000 00	.....	\$240,000 00
Balance in the treasury, June 1, 1828	\$370,324 99	\$253,642 45	\$41,226 78	\$42,824 54	\$16,429 61	\$25,225 35	\$1,808 34	\$776,959 69	\$10,232 36	\$139,055 90
Appropriated for 1829	\$50,550 00	475,000 00	59,532 00	50,000 00	27,000 00	205,000 00	.....	500,000 00	47,619 88	255,000 00
Transferred to	.....	.....	.....	.....	.....	.....	9,183 23	.....	48,229 92	.....
A	\$820,874 99	\$738,642 45	\$100,788 78	\$92,824 54	\$53,429 61	\$230,225 35	\$11,981 57	\$1,276,959 69	\$106,082 16	\$391,055 90
Requisitions appropriated by the board from 1st June to 31st December, 1828	\$25,294 52	\$257,831 87	\$31,364 46	\$25,001 42	\$7,309 32	\$17,166 75	\$75,843 72	\$206,543 64	\$26,106 15	\$86,112 43
Requisitions appropriated by the board from 1st January to 21st March, 1829	82,863 82	101,844 44	15,500 06	10,874 82	5,549 63	17,102 86	6,770 29	74,709 32	.....	35,894 34
Transferred from	.....	5,266 12	.....	.....	.....	3,917 11	.....	48,229 92	.....	.....
B	\$108,150 34	\$394,942 43	\$16,704 46	\$36,776 24	\$12,858 95	\$38,306 72	\$82,619 92	\$729,483 08	\$26,106 15	\$121,006 77
The difference between A and B show the respective balances in this view of the appropriations, to be	\$712,724 65	\$333,700 02	\$83,994 32	\$56,048 30	\$30,570 66	\$191,918 63	\$71,538 35	\$947,476 61	\$83,886 01	\$270,049 13
Add proceeds of sales of various articles	123 51	3,936 68	.....	491 50	.....	1,108 22	.....	.....	727 95	923 29
	\$712,850 16	\$337,636 70	\$83,994 32	\$56,539 80	\$30,570 66	\$193,026 85	\$71,538 35	\$947,476 61	\$85,613 96	\$270,972 32

NOTE.—The “transfers” entered on this sheet are those known to the board. There are others, not sufficiently known to be entered. Money requisitions, also unknown to the board, have been issued, and there have been deviations between requisitions approved by the board and those issued by the Secretary. All these items must be added to, or deducted from, (as the case may be), the respective amounts exhibited on the last line, to make them correspond with the balances in the treasury, as received from the Secretary of the Navy, 30th March, 1829.

A, No. 2.

CIRCULAR.

NAVY COMMISSIONERS' OFFICE, *May 28, 1828.*

Sir: It has been arranged, with the approbation of the Secretary of the Navy, that all requisitions for money, coming under either of the following heads, shall, instead of being made upon him, as heretofore, be made directly upon the Board of Navy Commissioners, and, if approved by them, they will be transmitted to the Secretary of the Navy, who will order the remittances to be made accordingly, viz:

"Pay of superintendents, naval constructors, and all the civil establishments at the several navy yards and stations."

"Provisions."

"Repairs of vessels."

"Ordnance, and ordnance stores."

"Repairs and improvements of navy yards."

"Completing ten sloops-of-war."

"Gradual improvement of the navy."

"Gradual increase of the navy."

"Medicines, surgical instruments, and hospital stores."

"Contingent expenses, defined"—so far as to embrace the following items, chargeable under that head, viz:

Freight, and transportation of materials and stores of every description; wharfage, dockage, storage, and rent; for printing, and for stationery of every description, and for books, maps, charts, nautical and mathematical instruments, chronometers, models and drawings; for purchase and repair of steam and fire engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, wheels, and workmen's tools of every description; for pilotage; for cabin furniture of vessels in commission; for repairs of navy yards and public property; for assistance rendered to public vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil, and fuel, for vessels in commission and in ordinary; for repairs of magazines and powder houses; for repairing moulds for ships to be built. All the remaining items chargeable under this head, are under the exclusive direction of the Secretary of the Navy, upon whom, for them, or any of them, requisitions must, as heretofore, be made.

Every requisition upon this board must be accompanied by a statement, showing how the moneys previously received under the same heads of appropriation have been applied, and the balance on hand.

Every requisition must be made in triplicate, and the whole sent to this office; if approved by the board, one will be delivered to the Secretary of the Navy, who will then act upon it, one to the Fourth Auditor of the Treasury, and the other will be retained in this office.

No expenditure whatever, under either of the previously recited heads of appropriation, must be incurred without the previous written authority of the board, except such as come under special contracts, made or authorized to be made by the board; and the board will never authorize an expenditure without the previous exhibit of a satisfactory estimate by the proper authority, showing the amount of the expense of completing the object proposed.

No moneys belonging to one appropriation must be used for another, without the special previous authority of the Secretary of the Navy.

So far as depends upon the board, they are determined to bring the funds committed to their management into a state perfectly intelligible; nor will they be deterred by any temporary inconvenience that may, in any way, arise from preferring what they conceive to be the injunctions of the law upon the subject of navy appropriations.

To your monthly returns of money you will add a column for moneys which you may receive for articles sold, stating in such column the kind of articles sold, their net amount, the bank into which you may have paid the amount, and to what appropriation you have credited it.

I am, &c.,

JOHN RODGERS.

E. G. PARROTT, *Navy Agent, Portsmouth.*

JAMES BIDDLE, *Navy Agent, New Castle, Del.*

JAMES BEATTY, *Navy Agent, Baltimore.*

THOMAS TINGEY, *Navy Agent, Washington.*

WM. SINCLAIR, *Navy Agent, Charleston, S. C.*

NATHANIEL AMORY, *Navy Agent, Pensacola.*

J. K. PAULDING, *Navy Agent, New York.*

RICHARD D. HARRIS, *Navy Agent, Boston.*

GEORGE HARRISON, *Navy Agent, Philadelphia.*

MILES KING, *Navy Agent, Norfolk.*

J. P. HENRY, *Navy Agent, Savannah, Geo.*

NATHANIEL COX, *Navy Agent, New Orleans.*

B.

Exhibit showing the state of the navy appropriations committed to the management of the Navy Commissioners, at the time they were committed and at the dates of the last returns, at the several navy agencies in the United States; taken from the returns of the respective navy agents made to the Board of Navy Commissioners.

Names and dates.	Provisions.	Repairs of vessels.	Pay of superintendents.	Ordnance.	Medicines, &c.	Navy yards.	Ten sloops.	Gradual improvement.	Gradual increase.	Contingent expenses.
Pensacola:										
June 1, 1828	\$1,245 28	\$507 48	\$2,229 00	\$184 00	\$903 03	\$324 09				\$1,059 09
Jan. 1, 1829	*473 15	1,483 94	216 69	*74 00	124 83	*863 03		\$750 92		627 63
Norfolk:										
June 1, 1828	77,849 97	56,486 49	*954 51	*1,606 78	4,643 87	29,344 26	\$28,060 49	520 24	*3,181 20	*51,716 29
March 1, 1829	50,862 35	*12,625 64		*1,312 32	2,303 47	7,355 74	*1,173 53	30,239 85	*681 20	*34,259 65
Baltimore:										
June 1, 1828	1,806 97	*1,039 83				*709 00	*939 79		2,532 39	606 62
March 1, 1829	885 39						*359 87		2,532 39	*383 06
Philadelphia:										
June 1, 1828	12,395 62	15 70		*228 84	45 39	*14,833 65	*11,950 34	2,589 48	25,731 26	*164 29
March 1, 1829	19,741 72	3,874 15		177 38	176 49	*10,414 74	*34,113 18	15,065 24	12,193 99	*1,234 99
New York:										
June 1, 1828	16,838 09	4,961 01	755 82	1,186 60	662 60	8 39	13,773 68		*3,864 34	754 86
March 1, 1829	16,642 28	985 40	862 50	150 93	811 63	1,354 13				31 74
Boston:										
June 1, 1828	10,814 03	3,967 19		364 42	559 39	10,262 33	7,806 22	36,501 48	2,827 25	1,818 33
March 1, 1829	1,285 34	14,086 39		364 42	220 66	3,162 97	12 60	7,731 32	737 45	319 25
Portsmouth:										
June 1, 1828	940 56	171 15	618 20		101 55	2,116 87	462 80	900 00	683 83	16
March 1, 1829	1,930 85	3,580 99			31 20	381 62	*1,343 30	900 00	564 44	*585 63

B, No. 2.

NAVY COMMISSIONERS' OFFICE, August 27, 1821.

Sir: The Commissioners of the Navy beg leave to state that they find themselves frequently at a loss on the subject of contracts and expenditures, for want of precise information as to the state of the appropriations by which the extent of the contracts and expenditures must necessarily be governed; and, in expressing their opinion upon requisitions for money made by the different disbursing officers, a duty you have been pleased to enjoin upon them for some months past, they have felt much embarrassed for want of information as to the sums of money advanced under the different heads of appropriation to the respective agents for specific objects.

The Commissioners are fully apprised of your intention to confine the expenditures so that their amount shall not exceed the sums appropriated by law, and they are desirous of contributing every exertion in their power to the accomplishment of your views upon the subject. In this spirit, and with this view, they beg leave, respectfully, to submit to your consideration the following observations:

To carry your views into effect it appears to the Commissioners—

1st. That the objects of expenditures and their amount should be ascertained with as much precision as may be practicable, prior to any expenditure being authorized, so that by comparing the sums respectively appropriated with the cost of the objects considered of the first importance to be accomplished, the authorized expenditures may be kept within the limits of the law.

To explain our meaning more particularly, we will suppose that \$490,000 dollars have been appropriated for repairs; the question arises, how shall this sum be applied? It is found on estimate, after careful survey, that there are vessels in ordinary requiring repairs to the amount of \$370,000; say frigate A, \$100,000; B, \$60,000; C, \$70,000; D, \$140,000, leaving only \$30,000 for the vessels in actual commission, consisting of one 74, three frigates, and three sloops-of-war. It would be desirable to repair all the vessels, but the appropriation will not admit of it, since \$30,000 would be obviously insufficient for the vessels in commission. The repair of one or more of the frigates must thus be suspended, in order to retain out of the appropriation a sum sufficient for the vessels in commission. A decision upon this point can thus be satisfactorily made, and such expenditures only authorized as will confine them to the sum appropriated.

2d. That the disbursing officers, in their requisitions for money, should state distinctly, not only the appropriation to which the amount required is chargeable, but the specific object to which it may be intended to apply it, the contract under which, and the particular contractor to whom the payment is to be made.

NOTE.—This mark (*) indicates overpayments.

3d. That no requisition for money should be attended to that may be deficient in any of these essential particulars.

4th. That all disbursing officers should be instructed never to make a money requisition until the amount actually due, or very nearly the amount actually becoming due, shall have been satisfactorily ascertained, and then to confine the amount of the requisition to the amount due or becoming due, including their legal commission; and if the amount of the requisition should afterwards be found to exceed or fall short of the sum actually required, such excess or deficiency to be specially noticed in the requisition next to be made under the same head, and a corresponding deduction from or addition to such requisition be made.

5th. That all agents charged with the disbursements of moneys be instructed not to apply any moneys in their hands to any object or objects whatever, other than such as may be known to be legally chargeable to the appropriation out of which such moneys were remitted to them.

6th. That a special book be kept, showing, at all times, not only the general state of the funds, but the amount of the respective warrants drawn upon the respective appropriations, and the objects arising under those appropriations for which moneys are from time to time required and remitted, and to which they are to be applied, so that, by comparing the amounts of the warrants with the estimated amounts of the various contracts and authorized expenditures, and the progress made in the execution of the contracts, a satisfactory judgment may be formed as to the propriety of making the remittances that may from time to time be required by the respective agents, and the precise state of the funds be known.

Thus, for instance, it has been estimated that the repairs of the frigate A will cost \$100,000, and you have authorized her repair. Let this sum, then, be stated on the books as the cost of this object, and let all the warrants remitted to the disbursing agents for this object be entered on the same page, so that the whole amount applicable to the object, and the sums remitted from time to time, shall appear, and the balance at any moment accurately ascertained; thus, receiving, as we do, weekly accounts of all the work performed in the several building yards, and monthly reports as to the progress made in the execution of contracts, and the expenditures under all the various heads at the several yards, a check will be established which will enable the Department to decide, in the most satisfactory manner, as to the expediency of making remittances.

If you will be pleased to direct the Commissioners to be furnished with a transcript, weekly, of all the warrants thus drawn, the Commissioners of the Navy will be at all times possessed of the requisite information to enable them to discharge that branch of the duties confided to them which relates to contracts and expenditures. They will keep such a book as has been recommended, which may be compared monthly, or oftener, with the one kept in your office, and thus the one be a check upon the other.

Our contracts embrace the great mass of the expenditures under the heads of repairs, provisions, navy yards, gradual increase, and ordnance, and they are specific as to prices, so that, if the quantities of the articles required be ascertained, the amount of any proposed expenditure may be stated with all possible accuracy prior to its being authorized. This can be done in all cases, excepting, probably, on pressing emergencies that may occur within the United States; and as regards our vessels on foreign service, estimates of their probable expenditure may always be made with sufficient accuracy, and such sums could be retained out of the general expenditure for their use as they would probably require.

It appears, sir, to the Commissioners of the Navy, that such rules and restrictions, if punctually observed, would produce essential benefits to the service; moneys remitted under such checks would, it is presumed, be applied to their legitimate objects. The necessity now daily occurring in the Auditor's Department, of transferring sums of money from one head of appropriation to another, in consequence of moneys either having been required or remitted under wrong heads, or having been applied by disbursing officers to objects to which they were not legally applicable, would cease to exist so soon as all the accounts now outstanding should be settled, and the Department would be enabled, at all times, to form a satisfactory estimate as to the actual state of its fiscal concerns, and regulate the expenditures so as to prevent their exceeding the sums appropriated by law.

In submitting these observations to your consideration, the Commissioners beg leave to remark that, should you concur in opinion with them, and determine to adopt these or similar suggestions, they will most cheerfully take upon themselves any portion of the additional trouble arising that you may be pleased to assign unto them.

I have the honor to be, &c.,

JOHN RODGERS.

Hon. SMITH THOMPSON, *Secretary of the Navy.*

D.

Balances in the treasury under certain appropriations for the navy [those committed to the direction of the Board of Navy Commissioners] on the 22d March, 1829, as appears from a statement received from the Secretary of the Navy with his letter of March, 1829; to which is added advances in the hands of agents, not wanted by them, amount of contracts, &c., now existing, &c., &c.; the whole showing the amount of unpledged funds under each head, 21st March, 1829.

	Provisions.	Repairs of vessels.	Pay of superintendents, &c.	Ordnance, &c.	Medicines.	Navy yards.	Ten sloops.	Gradual improvement.	Gradual increase	Contingent expenses, 1828-9.
Balances in the treasury, March 21st, 1829	\$455,775 82	\$315,955 00	\$51,876 86	\$53,373 46	\$23,353 24	\$177,807 44	.....	\$866,316 18	\$99,467 56	\$187,963 88
Add balances at Norfolk agency	50,863 35	.....	.....	.....	.....	7,525 74	.....	.....	2,532 39	.....
Add balances at Baltimore agency . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	12,193 99	.....
Add balances at Philadelphia agency	19,741 72	.....	.....	.....	.....	.....	.....	.....	737 45	.....
Add balances at Boston agency . . . . .	.....	.....	.....	364 42	.....	.....	.....	900 00	.....	.....
Add balances at Portsmouth agency . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	994 44	.....
C.	\$326,380 89	\$315,955 00	\$51,876 86	\$53,737 88	\$23,353 24	\$185,343 18	.....	\$867,216 18	\$115,325 83	\$187,963 88
Contracts and engagements now existing . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Balances due to Norfolk agency	\$32,866 25	\$220,868 52	.....	\$650 00	.....	\$10,766 10	.....	\$536,475 80	\$11,547 90	\$1,240 90
Balances due to Portsmouth agency . . . . .	.....	12,625 64	.....	1,312 32	.....	.....	\$1,173 53	.....	681 20	54,259 05
Balances due to Baltimore agency . . . . .	.....	.....	.....	.....	.....	.....	1,343 30	.....	.....	585 63
Balances due to Philadelphia agency . . . . .	.....	.....	.....	.....	.....	.....	359 87	.....	.....	383 06
D.	\$32,866 25	\$233,524 16	.....	\$1,962 32	.....	10,414 04	34,113 18	.....	.....	1,234 99
Deduct D from C, and the amount unpledged under each head of appropriation, is	\$409,514 64	\$89,430 84	\$51,876 86	\$51,775 56	\$23,353 24	\$164,133 04	.....	\$336,475 80	\$12,229 10	\$97,702 73
And the appropriation for ten sloops is indebted . . . . .	.....	.....	.....	.....	.....	.....	.....	\$336,740 38	\$113,296 73	\$130,261 15

H.

Copy of a letter from the Secretary of the Navy to the Fourth Auditor of the Treasury, dated—

NAVY DEPARTMENT, November 10, 1829.

The present confused and unsettled state of the fiscal accounts and concerns of the Navy Department makes it proper that its cause be made the subject of inquiry; and that measures be adopted for the correction of the existing evil, and the prevention of its future occurrence.

You are requested to make a statement of your views of the causes which have led to this state of things, and to express your opinion particularly on the following points:

1. Have these embarrassments in the public accounts arisen from the complexity or intricacy of the act of Congress of 1809, which declares "that the sums appropriated by law, for each branch of expenditure in the several Departments, shall be solely applied to the objects to which they are respectively appropriated, and to no other?"

2. Are the provisions of that law so difficult of execution as necessarily to lead to this perplexed condition of the general accounts of the Department; or are they to be ascribed to the ignorance, or any particular misconduct on the part of the officers who have had the management of its concerns?

3. Does the law of 1809, in relation to specific appropriations, afford any peculiar salutary check upon the officers employed in its execution, so as to ensure the proper application of the appropriations to the objects for which they have been granted? or, may it not, by its intricacy and complexity, favor the concealment of irregular and illicit practices, by the difficulty of detecting them?

4. Could not a system be devised which would afford all the restraints imposed by this law, which would be simple in its principles, intelligible in practice, and which would be free from the disorder and confusion attendant upon the one now in operation?

5. Can this unsettled state of the accounts of the Navy Department be adjusted by any means within the power of its officers; or will it be necessary to appeal to Congress, for the purpose of effecting this object?

I.

TREASURY DEPARTMENT, *Fourth Auditor's Office*, November 30, 1829.

SIR: Your letter of the 10th instant, propounding to me certain inquiries relative to the accounts of the Navy Department, has been considered with the attention due to the importance of the subject. With the application I have bestowed upon the duties of this office, I cannot yet speak with that entire confidence of its condition, which would justify important changes, without farther lights. The results of my observation, and the opinions I have formed, will, however, be communicated to you with the utmost frankness.

Money is the sinews of power and the source of corruption. English liberty has been considered safe only so long as the power of granting supplies to the King resides in the representatives of the people. Our institutions have gone further. Here the representatives of the people not only grant supplies, but prescribe the objects to which they shall be applied, and the manner in which the accounts shall be kept.

It is a safe, and, I think, a correct principle, that the Executive cannot, rightfully, increase or diminish the emoluments of public officers, whose compensation has been fixed by law. When they are subjected to unusual expenses in the public service, he may grant them allowances sufficient to cover those expenses, but no more. He cannot, rightfully, under pretence of paying their expenses, or under cover of commutation, or any other device, increase their lawful emoluments. Yet, the pay and emoluments of our naval officers are chiefly of Executive creation; and, where the representatives of the people have fixed them by law, the Executive has, by various expedients, much increased them.

In a former report, I stated to you, in detail, the course which had been pursued in relation to the marine corps. To that communication I refer you for all I could now say, in relation to that branch of the subject.

But Executive legislation, in relation to the navy proper, has been even more extensive, and not less in violation, as I conceive, of the true principles of our government.

An act of Congress, passed 25th February, 1799, fixes the pay and emoluments of captains, commanding ships of thirty-two guns and upwards, at \$100 per month, and eight rations per day, and allows the commander of a squadron eight rations in addition. The ration has been commuted at twenty-five cents. Hence, the lawful allowance of a commander of a squadron is \$1,930 per year. To increase their income, the Executive formally allowed them a commission of 2½ per cent. on all bills drawn for the support of their squadron; and, more recently, \$2,000 per year, in lieu of commissions, with \$30 per month, or \$360 per year, for cabin furniture. Here are \$1,930 allowed by law, and \$2,360 by the Executive, making their whole emoluments, deducting only what they actually pay for furniture, \$4,290. I do not say this is too much, considering the expenses they necessarily incur in supporting the honor of our navy in distant seas and foreign ports; but might not the Executive, with equal right, increase it to \$10,000? Would it not be better—would not the commander feel better in receiving it, and the Executive in paying it, were it an allowance made by law?

The commutation price of the officer's ration is twenty-five cents; the contract price not over fifteen. The commutation is not fixed by law, but by the Executive will. In speaking of rations, the law knows no distinction between the seaman's ration and the officer's ration. Yet, by Executive regulation, the officer is allowed sixty-six per cent. more for his ration than the value of the seaman's ration. The money paid the officer for sixteen rations would purchase twenty-six seamen's rations. Under color of commutation, therefore, the Executive allows the officer more than his lawful rations, and thus increases his emoluments. These remarks apply to every officer of the navy.

The Executive also allows a captain, commanding a line of battle ship, \$25 per month, or \$300 per year for furniture; a captain, commanding a frigate, \$20, or \$240 per year; a master commandant, commanding a sloop-of-war, \$15, or \$180 per year, and a lieutenant commanding, the same sum.

These allowances are, unquestionably, designed to increase the emoluments of those officers.

As strange as it may seem, there is no act of Congress giving any compensation whatever o

captains of the navy, when on shore, whether unemployed or stationed at the various navy yards; excepting only the Navy yard at Washington. The act of 1799 only provides a monthly pay for captains commanding ships: "one hundred dollars per month and eight rations per day to captains commanding ships of thirty-two guns and upwards; and seventy-five dollars per month and six rations per day" to captains commanding ships of twenty and under thirty-two guns. All the pay and emoluments of captains on shore, and at shore stations, originated in Executive legislation. On furlough, they are allowed half the highest grade of pay; under orders, or waiting orders, they have full pay. But the most extensive Executive legislation, in relation to them, consists in the pay and emoluments allowed them at the navy yards. In Philadelphia, for instance, the captain is allowed \$100 per month, 16 rations per day, \$600 house rent, \$65 for candles, 30 cords of wood (now commuted at \$6 per cord), and three servants, at \$8 per month; amounting in all to \$4,066.75. With the exception of the monthly pay and rations of a few of the officers, *all* the allowances, made to *all* those stationed *at* and employed *in* navy yards, are of the Executive creation. Take, for instance, the estimates of last year, for the Navy yard at Norfolk, in which all the following items are authorized only by Executive regulation:

	Pay.	Rations.	Rent.	Candles.	Wood, cords.	Servants, \$8.	Servants, \$6.
<i>Yard.</i>							
Captain	\$100	16	.....	65	30	3	
Master commandant.....	60	5	\$300	40	20	2	
Lieutenant			200	20	20	1	
Lieutenant							
Master			200	20	12	1	
Master							
Surgeon			200	20	20	1	
Surgeon's mate			145	16	14	.....	1
Purser			200	20	12	1	
Chaplain			250	12	9	.....	1
Teacher mathematics			90	12	9	.....	1
Midshipmen	19	1	.....	.....	.....	.....	1
Boatswain			90	12	9	.....	1
Gunner			90	12	9	.....	
Steward	18	1	.....	.....	.....	.....	
<i>Ordinary.</i>							
Lieutenant .....			.....	.....	.....	.....	
Master .....			.....	.....	.....	.....	
Carpenter	20	2	90	12	9	.....	1
Carpenters' mates	19	1	.....	.....	.....	.....	
Able seamen	12	1	.....	.....	.....	.....	
Ordinary seamen	10	1	.....	.....	.....	.....	
<i>Hospital.</i>							
Surgeon			200	20	20	1	
Surgeon's mate			145	16	14	.....	1
Steward	18	1	.....	.....	.....	.....	
Nurses	10	1	.....	.....	.....	.....	
Washers	8	1	.....	.....	.....	.....	
Cook	12	1	.....	.....	.....	.....	

Civil.

Storekeeper	\$1,700
Clerk to storekeeper	450
Clerk to yard	900
Clerk to commandant	750
Clerk to commandant	360
Master builder	2,300
Clerk to master builder	420
Inspector and measurer of timber	1,050
Keeper of magazine	480
Porter	300

In addition to the foregoing allowances, there are also the following in connection with navy yards, viz:

Allowance to furnish commandant's house	\$696
Allowance to furnish master commandant's house	319
Allowance to furnish surgeon's and purser's house	224
With oil-cloth carpets in addition.	

The pursers, stationed at several of the yards, have, for many years, presented claims for a commission on money paid to mechanics and laborers; but it was repeatedly decided that no such allowance could be made, because such payments were a portion of their regular duties. Within the last two or three years, however, an allowance of \$600, under the name of clerk hire, has been made, with the avowed object of covering this claim.

By law, the navy agents are limited to one per cent. on their disbursements, provided that the amount

shall, in no instance, exceed \$2,000 per annum. The language of the law is tantamount to a prohibition upon the Executive. Yet, foreign navy agents have been allowed $2\frac{1}{2}$ per cent. upon disbursements, besides large sums for office and incidental expenses; and, in some instances, their compensation has been increased to \$4,000 or \$6,000 per annum. Domestic agents have been allowed round sums, for contingent expenses, without being required to produce vouchers, with the evident intent of swelling their emoluments beyond \$2,000. Some of the principal agents have received the round sum of \$1,800 for clerk hire; \$150 for office rent; \$240 for porter hire, and \$60 for fuel and candles. Others have been allowed less sums. To one agent, at least, a commission of $2\frac{1}{2}$ per cent., and $\frac{1}{4}$ per cent. over \$2,000, has been allowed on vast sums of money, swelling his emoluments to many thousands.

Let me not be understood to mean, that the compensation allowed by law is, in all cases, adequate. I design, only, to show that the Navy Department has disregarded the law, and taken the liberty to increase the emoluments of these agents, according to its own discretion. If the compensation of agents was found inadequate, it was the duty of the Secretary to represent the case to Congress, and obtain a change in the law, rather than attempt to remedy the defect by indirection.

To certain surgeons, until recently, there has been a stated annual allowance, as purveyors of medicines, &c., in effect increasing their emoluments.

To all officers, a commission of 15 cents per mile has been allowed, for traveling expenses, when, on many routes, their actual expenses are scarcely one-third of that sum, and, by this means, their emoluments are increased.

A commutation for wood, at \$6 per cord, has been adopted. At some places, this exceeds the actual cost, and the excess goes to swell the officer's emoluments. At others, it falls short, and the officers complain. At one place, by express direction of the late Fourth Auditor, the purser was instructed to pay the officers the value of their allowance for wood, according to the market price, and take their receipts for so much wood, and not for money. Upon vouchers, thus made false by official authority, the officers have claimed \$8 to \$8.50 for their wood.

The commissioners of navy yards have been allowed \$450, in addition to their regular pay as captains of the navy, while employed in the business of navy yards, and their traveling expenses.

The Commissioners of the Navy have been allowed \$3 per day, when absent from duty, and traveling expenses.

Officers engaged in the examination of midshipmen and surgeons have the same allowances.

Assistant surgeons, and midshipmen attending examination, are allowed \$1.50 per day, and traveling expenses on returning.

Captains acting on courts of inquiry and courts-martial are allowed \$3 per day, and master commandants and midshipmen \$1.50, with their traveling expenses.

Officers attending as witnesses are allowed \$1.50, and traveling expenses; citizens are allowed \$3, and traveling expenses.

Officers employed in surveying harbors have been allowed from \$1.50 to \$3 per day.

Officers ordered home from foreign stations, or returning on a sick ticket, are allowed their passage money.

Seamen discharged in foreign countries are sent home at the expense of government.

Officers necessarily traveling to the city, for the settlements of their accounts, are allowed traveling expenses, and \$1.50 per day, for expenses while detained.

Officers taking the place of their superiors, in the temporary command of ships or stations, have been allowed the pay and emoluments of those superiors.

The expenses of officers, when sick, have been paid, deducting, formerly, their whole pay and rations, and recently, one-half.

In addition to all these allowances, by Executive authority, we have a variety of offices and agencies emanating from the same source.

Under the law authorizing the establishment of dry docks, the Secretary of the Navy has created the office of engineer, with a salary of \$4,000 per annum, \$80 per month for board, when absent from home, 15 cents per mile for his traveling expenses, and all his incidental expenses paid besides.

There is an assistant engineer, appointed by the principal, at \$4 per day, with traveling and other expenses.

We have had a superintendent of live oak plantations in Florida, with a salary of \$400, and an overseer, appointed by him, with a salary of \$500.

We have had agents for surveying live oak lands in Florida, at \$4 to \$5 per day, in addition to their expenses.

A custody fee of fifteen cents per day has been allowed to the sheriff of Florida, for keeping Africans landed from slave ships.

We have an agent at Liberia for receiving Africans, at a salary of \$1,600, and an outfit of \$500.

We have architects of navy hospitals, who receive salaries of \$2,000 per year.

Until recently, the Navy Department employed a special agent, who was a clerk in this office, and allowed him one per cent. on heavy disbursements, when the law expressly provides that all disbursing officers shall be appointed by the President, and nominated to the Senate.

Many other special agents have been employed for particular services, and many thousand dollars paid to them by way of compensation.

The original authority for most of these allowances exists only in letters from the Secretary of the Navy to the Fourth Auditor. For some of them not even that authority, or any other, except precedent, can be found. An account has been allowed by the Secretary; another one like it is allowed on the same principles; the precedent becomes a law, and even its origin is forgotten. This kind of legislation has been as fluctuating as it has been loose. Sometimes more is allowed, and sometimes less; the navy is full of complaints of partiality; and almost every man thinks that he has a right to some allowance, because a similar claim has been allowed to others. The Auditor is harassed with arguments drawn from expediency; the hardship of the case; its similarity to some allowance heretofore made; and because some have procured improper allowances, he is censured because he does not put all upon an equality, by making improper allowances to others. Everything is dark and uncertain; and, instead of being able at once to turn to some law or lawful regulation, by which to test every claim which is presented, he is compelled to spend hours and days in hunting for old letters, and looking into precedents.

Some boldly claim allowances without law or authority, because their cases, or others like them,

were embraced in the estimates on which the appropriations were founded. In their view, an estimate authorizes an expenditure. So far has this impression gone, that men, employed by contract, at prices less than the estimates placed upon similar services, have advanced serious claims to the whole amount estimated. It is in vain to urge that the estimates are, or ought to be, based on some existing law; that they form no part of the appropriation law; that Congress, almost uniformly, appropriates less than is estimated, without leaving any record explaining what part they disapprove; no arguments avail with those who consider custom as law, or find their own convenience or their interest in setting their own rules above those of the legislative power. Congress have confidence that the Executive officers will be governed by law in their estimates; they never scrutinize them with an impression that they are to be taken as law after their adjournment; and instances are not wanting where they have been deceived into appropriations for objects other than those which the estimates seemed to present. Next to allowing the Executive to make appropriations by his own authority, is the danger of considering an appropriation, based on an estimate without shadow of law to authorize the estimate or make the appropriation necessary, as sufficient authority for expending the money. Yet, such has been the practice of the government; and from this practice have sprung many abuses.

It may be well supposed, that almost an entire want of legal and fixed system in the allowances made (for the Department has not obeyed its own estimates) must materially affect the accounts of this office, and the appropriations made by Congress. By some new rule, or upon some unknown reason, many thousand dollars have been suddenly and unexpectedly allowed. By a repetition of these allowances, means to pay which have always been found, the state of the appropriations, and consequently, the accounts of the Department, have been miserably deranged.

This leads me to speak of the manner in which the public moneys are drawn from the treasury, and the accounts kept.

By acts of Congress it is declared that all moneys appropriated shall be applied to the purposes for which they are appropriated, and no other, except that transfers in certain cases may be made, by the President, from one appropriation to another. In the Navy Department, the power of transfer extends only to pay of the navy, provisions, medicines and hospital stores, repairs of vessels, and clothing. From either of these to any other, transfers may be made within the year for which the appropriations are made; and an account of such transfers is required to be laid before Congress within the first week of their next succeeding session. On the first of February of each year the Secretary of the Navy is required to lay before Congress a statement, under each specific head of appropriation, of the amounts appropriated for the service of the preceding year, of the amounts expended, and of the balance remaining on hand at the close of the year.

When a navy agent or other disbursing officer wants money, he writes to the Secretary, stating the heads of appropriations under which it is wanted. The Secretary issues a requisition upon the Secretary of the Treasury for a warrant for the amount, stating each item under its proper head of appropriation. The Comptroller countersigns it, and charges each item to the proper appropriation. The Auditor registers it, and charges the items to the disbursing officer, also under the proper heads. The officer renders his accounts for disbursements under each head, and receives a credit under each.

There are now unclosed accounts on the Fourth Auditor's books, under upwards of forty heads of appropriation. Many disbursing officers have accounts under ten or fifteen different heads, which are precisely like ten or fifteen separate accounts. Did every person receiving money from the Navy Department ask for it under the proper heads, expend it under the proper heads, and render his accounts under the proper heads, and had no transfers ever been made, or, when made, had they been reported to Congress, and the deficiency immediately supplied, there would have been little or no irregularity in the accounts of the Department. But the irregular and unlawful practice of the Department, encouraging and producing similar irregularity among all its fiscal officers, has defeated the object of specific appropriations, and involved its accounts in almost inextricable confusion.

When agents have called for money under heads of appropriation which were exhausted, former Secretaries have not hesitated to send them money under other heads. This is a virtual transfer from one appropriation to another, and a violation of law. When the officers account for this money it stands charged to them on the Auditor's books under one head, and they obtain credit under another. The money has in fact been applied to purposes other than those for which it was appropriated. But, when another appropriation is obtained under the deficient head, the amount borrowed is refunded. This is another virtual transfer, and a double violation of law, because it is a transfer from one year to another.

When the Auditor and Comptroller have settled an account belonging to a head of appropriation which is exhausted, the practice has been to pay it by an advance out of another appropriation. This is also a palpable invasion of the law; the money is applied to purposes for which it was not appropriated; the account can never be closed on the books of this office unless Congress make another appropriation under the deficient head; and, even then, it must come out of another year's appropriation.

Millions of money have been expended by the Navy Department for purposes other than those for which it was appropriated. The accounts now unadjusted, arising solely from these irregularities, probably embrace more than a million of dollars. Many of them are as much creditor under one head as debtor under another; but the Auditor has no power to transfer the amounts and close them. It is probable that \$30,000 would pay all that is really due upon these accounts, and an appropriation of that sum, with power to make the necessary transfers, would furnish the means to close them. No talents or skill can adjust them without the interposition of Congress.

In every case where a transfer is made from one appropriation to another, or where money has been forwarded under one head to be expended under another, or where an advance is made under one head to pay a debt due under another, the Comptroller's books do not represent truly the purposes for which the money is expended. For instance: an agent asks for \$10,000 under "pay of the navy;" it is sent to him under "provisions;" it is intended to be applied, and actually is applied to "pay;" yet on the Second Comptroller's books it is charged to "provisions," and, under that head, is reported to Congress. Hence, there has not been for many years a correct report made to Congress of the purposes to which the money appropriated has been applied.

On recurrence to the Comptroller's report for 1828, you will find the first column headed "balances of appropriations on the first day of January, 1828;" the second, "appropriated in 1828;" the third, "repayments in 1828;" these three added together form the fourth, headed "amount applicable to the service of 1828;" the fifth is headed, "amount drawn by requisition from the Treasury during the year 1828;"

and this subtracted from the fourth, forms the sixth, headed "balances of appropriations on the 31st of December, 1828." The first column gives the amount standing to the credit of each appropriation on the Comptroller's books on the first day of January, 1828; but as all transfers made during the preceding year are debited to the appropriation from which the money was taken, and credited to that in aid of which the transfer is made, those balances are far from a true representation of the actual state of the several appropriations at that time. None of the principal appropriations *appear* to have been exhausted; yet some of them were exhausted, and had borrowed large amounts from others. The amounts, so borrowed, were repaid out of the appropriations for 1828. Before the expiration of that year some of the appropriations were again exhausted, and sums of money again borrowed from others. All sums thus refunded are borrowed, as well as all sums transferred from one head of appropriation to another for the purpose of adjusting accounts, are included in the column of "repayments." It is obvious that none of these sums can at all increase the "amount applicable to the service of the year 1828;" yet they are all added in to make up the items of the columns thus headed. The *bona fide* repayments are small in amount. Of the \$369,909.94 under the head of "repayments in 1828," it is not believed that the actual repayments amount to \$60,000. The report, therefore, represents that there were upwards of \$300,000 applicable to the service of 1828 more than actually were so applicable.

Indeed the system of borrowing from one appropriation to make up deficiencies in another is nothing more nor less than anticipating the appropriations of the next year. For instance: "pay afloat" is deficient; to make up the deficiency the Secretary borrows \$10,000 out of "provisions;" this \$10,000 is refunded out of the sum appropriated for "pay afloat" for the next year. Thus, \$10,000 of the appropriation for "pay afloat" in 1828 is actually anticipated, and spent in 1827, and the amount applicable to the service of 1828 is reduced in that sum. Yet, by representing the payment of this debt as a *repayment*, the Comptroller's report represents it as increasing that amount.

The fifth column is not a true representation of the "amount drawn from the Treasury during the year 1828," because it includes all transfer requisitions which take nothing from the Treasury, but merely transpose the money from one appropriation to another. In some cases that column represents the same sum of money as drawn from the Treasury twice over. It is represented as drawn from the Treasury by the requisition which transfers it from one appropriation to another; and it is represented as drawn again by the requisitions which take it from the latter appropriation and pay it out to public officers or agents. Hence that column represents the amounts drawn from the Treasury as much greater than they really are.

The "balances of appropriations on the 31st day of December, 1828," are made up in the same manner as the balances in the first column. They are far from conveying to Congress any correct idea of the state of the appropriations.

In fine, from the Comptroller's reports neither Congress nor anybody else can obtain any accurate information in relation to the amounts expended under each head of appropriation, or of the actual condition of the appropriations. As a system of book-keeping, exhibiting the amounts debited and credited to each appropriation, the mode of keeping these accounts in the Comptroller's office is, doubtless, correct; but it does not enable the head of the Navy Department to give to Congress that information which the law requires. From inspection of the Comptroller's books, and conversations with those who keep them, I am satisfied that to obtain from them correct information of the state of the appropriations is now wholly impracticable. So many and so complicated have been the transfers, the refundings, the advances under wrong heads, &c., &c., that the skein can never be unraveled, and the only remedy for the past is to cut the knot.

It is just to the present Comptroller to state that he is devising means to change the mode of keeping his books and make them present the truth of every transaction.

Though appropriations are made for specific years, no effort has been made, except in relation to contingencies, to confine payments, out of the appropriations for any one year, to the accounts accruing within that year. With the exception above stated, accounts accruing ten years ago are paid out of the appropriations for the current year. The comptroller's books do not profess to give the *expenses* of each year, but only the *payments*. Large sums have been taken out of the appropriations, within a few years past, to satisfy old claims. This is, doubtless, one cause of the deficiency in some of them, which has in fact existed, and has been known in the public offices for several years. It may be doubted whether there was money enough, under any one of the *principal* heads of appropriation, in 1828, to pay up all accounts, accruing before the 1st of January, 1829; and it is probable that there was an aggregate deficiency, exceeding half a million of dollars.

It is difficult to ascertain fully, and detail accurately, all the practices which have embarrassed the accounts of the Navy Department; and perhaps it is more difficult to point out a remedy. But the result of my reflections shall be freely given.

As a first step to an effectual reform in the business of the Department, I would suggest the propriety of an appeal to Congress, to remodel the whole system of pay and emoluments of the naval officers, leaving as little as possible to the discretion of the Executive. Every indirect and covert allowance should be discontinued and forbidden; and the pay of all the officers made so certain as to leave no room for construction, and so liberal as to remove present inducements to seek an increase by indirect means. The regular pay of officers of the navy is far below that of officers of the army, in similar grades. Certainly, their services and dangers are not less. Bearing their country's flag to every clime, they are exposed to dangers, disease and death, in a degree far beyond anything encountered in time of peace by the officers of the army. By the feeble health and broken constitutions of many, returning from distant cruises, who present themselves to me for a settlement of their accounts, I am constantly admonished of the hardships these brave men have to encounter. Let not the country be unjust to them.

The lawful compensation to commanders of squadrons is peculiarly inadequate. By their skill and valor they have made our flag glorious, and attracted to our ships the attention of the world. When they enter foreign ports, or meet foreign squadrons, they are obliged to receive and return the visits of those whom curiosity or admiration attracts on board their vessels. As unwilling to be outdone in courtesy as to be conquered in battle, they are compelled to incur expenses which their regular pay and emoluments are inadequate to meet. Let them no longer be subjected to the humiliation of begging indirect and unauthorized allowances from the Executive, when an ample compensation ought to be accorded to them by the representatives of the American people.

It is more important that Congress should give us a *system* of pay and emoluments, because discretionary allowances by the Executive tend to injustice, corruption and endless jealousies. While the officer

of nice feelings stands aloof, and relies upon his country to provide for him, the less scrupulous make themselves the assiduous flatterers of those in power. Their success operates as a premium for subserviency, and disheartens those of honest principles and lofty minds. The supple and corrupt may monopolize the favors of the government, while the independent and honest are kept in obscurity, or driven from the public service. The minds of officers, instead of being devoted to the interests and glory of the navy, are employed upon the means of persuading the Secretary or accounting officers to eke out their emoluments by additional allowances. If every claim is not allowed which bears a resemblance to such as have been allowed to others, they are dissatisfied, and complain of partiality and injustice. If an accounting officer be corrupt, and it be understood that claims will be favorably considered in proportion as claimants minister to his passions, his partizan feelings, or his necessities, it is fearful to think how far the poison might spread in this essential arm of the national defence!

How vastly important is it, therefore, not only to the safety of the Treasury, but to the character and efficiency of our navy, that all discretion, in making pecuniary allowances, should be taken from the Executive officers. To its moral character, I verily believe, does our navy owe all its glories. By preserving that character we shall make it invincible. Give the officers liberal pay; make it fixed and certain; place them in a situation to claim it as a matter of right; teach them to consider themselves dependent on no Executive officer for their emoluments, but on their country only; they will then devote themselves, not to this or that man who may chance to hold the office of President, Secretary or Auditor, but to the glory of their flag and the interests of the republic. The navy will become as remarkable for its high honor and strict morals, as it is now distinguished for its valor.

I doubt whether the present system of supplying seamen on board ships with comforts, is not injurious to the morals of the navy. It affords an over-active temptation to pursers to cheat the seamen; and that they are sometimes overcome by it, we have ample proof. But I am not prepared to suggest a remedy.

Public economy, no less than the character of the navy, demands a well-defined system. Although the pay of every officer might be nominally much increased, the aggregate amount paid them would not be greater than it is. Perhaps it would be less; at least the increasing profusion which always attends a loose system, would be checked, and the ultimate effect would be a saving of public money.

One of the most important results of a well-defined system would be, the restoration of confidence to the public officers, and of truth to their records. Truth is the basis of all morals, of all useful religion, of society itself. Yet, our public books and records have been filled with systematic falsehood. Does any one suppose that a commission has been allowed to the commanders of squadrons, for the purpose of paying them for the *trouble of drawing bills*? The trouble is nothing; the name given to the allowance is a mere pretence. Lately \$2,000 has been allowed them in *lieu of commissions*. This is one step nearer a direct allowance without pretence. The truth is, the allowance is made to *increase their emoluments*, and nothing else. Who, on finding from the books of this office, that \$600 has been allowed to pursers for clerk hire, would doubt that this money has been paid for clerks? Yet, such is not the fact. The allowance has been made *solely* to cover a charge of commission on moneys paid to mechanics and laborers, and to increase the purser's lawful emoluments. Who would doubt that the navy agents paid out for house rent, clerk hire, &c., &c., the sums which have been allowed under these names? Yet, such is not the fact—at least in many instances. It is designed as an expedient to increase their allowances beyond one per cent. on their disbursements, or to make it exceed \$2,000. The public books are full of such pretences and falsehoods. Sometimes, it is believed, vouchers, false in substance as well as form, have been used to draw money from the Treasury. So familiar has the mode of doing business under fictitious names become to many honest men long in office, that it is difficult to convince them of its evil tendencies and intrinsic wrong. Is it not important to correct this? Where is the security for the faithful application of the public money, when the records of its distribution are permitted to be falsified? There is no safety, unless even the *appearance* of falsehood be rooted out. Indulgence in one untruth, blunts the moral sense, and leads to another. A falsehood in *form* leads to falsehood in *substance*. By degrees the evil creeps on, until the sluices of the Treasury are opened, and the people look in vain to their public books to see for what purposes their money has been paid.

You will perceive by the facts herein stated, that the whole object of specific appropriations has been defeated by the irregular and unlawful practices of the Navy Department. The annual reports to Congress give no correct information of the expenditures under each head, and for any purpose of that kind are no better than blank paper. They are worse: for they mislead and deceive. I find that most of those experienced in the public accounts attribute their present condition in the Navy Department to the system of specific appropriations. I am not prepared to admit that it is so much the fault of the system, as of its administration. The system is difficult, but certainly not impracticable. All will admit that it ought to be enforced or abolished. I know of but one mode of enforcing it. Let Congress give us an appropriation to meet all arrearages, under every head of appropriation, prior to the first day of January, 1830. Let every account in the Navy Department be settled up to that day, and all balances due, paid out of that appropriation. Let careful estimates be made for expenses accruing in 1830, and no part of the money appropriated for that year be paid on any account accruing prior to that year. Compel every disbursing officer to make careful estimates of the amounts needed by him under each head; forbid his paying out money for other purposes than those for which it is sent to him; and refuse him credits for all overpayments. Let no transfers be made, except in the emergency and in the manner prescribed by law; and let such as may be made be reported to Congress, as the law requires, that the deficiency may be supplied.

With strictness and severity in executing the law, I think the present system *practicable*. But it is complicated and difficult, and in some respects unsafe. Let any member of Congress or other person, however talented and intelligent, enter this office and attempt to ascertain for what purpose the public money has been paid during the last four years. Where will he look for the information? Will he turn to the books? They will give him none. The entries are all in general terms, under each head, and give no clue to the real character of the vouchers. Will he ask the clerks? Their recollections are indistinct and unsatisfactory. He can procure what he wants only by a personal inspection of the ten thousands of vouchers in thousands of accounts, which it would take months to examine. I have been in this office about six months, and all I know of past transactions has been obtained by accident, in the necessary routine of business, or in tedious investigations. What there may be concealed in the numerous boxes and piles of papers which fill the passage, the shelves, and the pigeon holes of the office, I know not, nor can

I ever know, without opening and carefully inspecting the contents of every bundle. Without a long research we cannot tell what the building or fitting out of any ship has cost, or anything else of those hundred items of information which are always interesting, and often useful. The various items are scattered through the books of the office under various heads of appropriation, from which it is always difficult and sometimes impossible to cull and collate them. These heads of appropriation, as they appear in the books of this office, are like splendid abstractions, more beautiful in theory than useful in practice.

It appears to me all the benefits now derived from specific appropriations might be realized without their inconveniences, by requiring the Department to present *specific estimates*, by appropriating a sum in gross for the support of the navy, and by requiring the Secretary to account annually for the sums expended under each head of his estimates. To enforce the present system, liberal estimates must be made under each head to meet unexpected emergencies, because one head cannot depend for relief on another; but upon the plan suggested, a general allowance for emergencies would be sufficient, and the aggregate amount of appropriations need not be so great. To enforce the present system, it will also be necessary to keep a balance under each head in the hands of every disbursing officer, thereby magnifying the aggregate at his disposition and multiplying the chances for fraud and defalcation. Under the plan suggested, the money in their hands would constitute a general fund, applicable to all naval purposes, and the whole sum continually entrusted to them need not be so large.

Whether the system be changed or not, the interposition of Congress is *absolutely necessary*. Without it, that which is now confused, must become worse confounded. If they will but give us the means of paying up arrearages, and not compel us to draw upon the appropriations of 1830, to pay debts accruing in all preceding years, we can do much ourselves towards extricating the accounts of the Department from their present embarrassment. Without that, we can do nothing, unless, indeed, we cease to pay all such accounts, and refer them to Congress, which would be great injustice to the creditors of the public.

My solicitude on this subject is great. None appears to me more to need or deserve the consideration of Congress. A system of pay and emoluments, and a reform in the mode of keeping the accounts, would place it on high ground. I want no discretion. I wish to be able to turn to some law or lawful regulation for every allowance I am called on to make. I wish to make every transaction of this office so plain that every member of Congress, and any man of common capacity in the country, can understand it. There are no mysteries in good government. To manage the affairs of the American people, it is not necessary to deceive and blind them. Honesty in official duties, and truth in disclosing all that is done, will rivet the government in the affections of the people, and make our Union as firm as our mountains.

From my want of experience, I do not flatter myself that any great value ought to be attached to my suggestions. If they shall lead to investigations which shall give efficiency to the navy, and place the administration of its affairs on the basis of the Constitution, I shall be more than compensated for the trouble of making them.

Very respectfully, your obedient servant,

JOHN BRANCH, Esq., *Secretary of the Navy.*

AMOS KENDALL

K.

General estimate.

There will be required for the support of the navy, during the year 1830, three millions five hundred and fifty-six thousand five hundred and forty-seven dollars and thirty-four cents, in addition to the unexpended balances that may remain on hand on the 1st day of January, 1830.

1. For pay and subsistence of officers, and pay of seamen, other than those at navy yards, shore stations, and in ordinary	\$1,239,220 47
2. For pay, subsistence, and allowances of officers, and pay of seamen at navy yards, shore stations, hospitals, and in ordinary	224,229 25
3. For pay of superintendents, naval constructors, and all the civil establishments at the several navy yards and stations	57,680 00
4. For provisions	457,537 50
5. For repairs of vessels in ordinary, and for wear and tear of vessels in commission ..	590,000 00
6. For medicines, surgical instruments, and hospital stores, and all other expenses on account of the sick	30,500 00
7. For ordnance and ordnance stores	30,000 00
8. For repairs and improvements of navy yards, and for the covering and preservation of ships in ordinary	450,000 00
9. For gradual increase, to be applied to that appropriation, being the amount expended in the substitution of iron water tanks for casks, making the sum of .. \$200,000 00	
From which may be deducted this sum, restored to gradual increase from the surplus fund, by act of 2d March, 1829	47,619 88
	152,380 12
10. For defraying the expenses that may accrue during the year 1830, for the following purposes, viz: For freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; traveling expenses of officers, and transportation of seamen; house rent, chamber money, fuel, and candles, to officers other than those attached to navy yards and stations; and for officers in such quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire and office rent; stationery and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance for persons attending courts-martial and courts of inquiry, and for officers engaged on extra service beyond the limits of their stations; for printing and for stationery of every description, and for books, maps, charts, nautical and mathematical instruments, chronometers, models and drawings; for purchase and repair of steam and fire engines, and for machinery;	

for purchase and maintenance of oxen and horses, and for carts, timber wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage; for cabin furniture of vessels in commission, and furniture for officers' houses at navy yards; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel for forges, foundries and steam engines; for candles, oil, and fuel for vessels in commission and in ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatsoever.....

\$320,000 00

11. For contingent expenses for objects arising during the year 1830, and not hereinbefore enumerated

\$5,000 00

Total..... \$3,556,547 34

B, No. 1.

Estimate of the pay and subsistence of all the persons of the navy, attached to vessels in commission, for the year 1830.

	Frigates.		Sloops.		Schooners.	Total.	Amount.
	First class.	Second class.	First class.	Second class.			
Number of vessels in each class	4	1	10	2	4	21	
Captains	4	1	.....	.....	.....	5	\$10,640 00
Masters commandant .....	.....	.....	10	2	.....	12	14,115 00
Lieutenants commanding .....	.....	.....	.....	.....	4	4	4,705 00
Lieutenants	24	5	40	8	12	89	85,885 00
Masters	4	1	10	2	.....	17	11,262 50
Pursers	4	1	10	2	4	21	13,912 50
Surgeons of the fleet	4	.....	.....	.....	.....	4	8,045 00
Surgeons .....	.....	1	10	2	.....	13	15,727 92
Surgeons' mates	8	2	10	2	4	26	21,268 00
Chaplains	4	1	.....	.....	.....	5	3,312 50
Midshipmen	96	20	120	20	16	272	62,016 00
Boatswains	4	1	10	2	.....	17	5,631 25
Gunners	4	1	10	2	4	21	6,956 25
Carpenters	4	1	10	2	.....	17	5,631 25
Sailmakers	4	1	10	2	.....	17	5,631 25
Secretaries	4	.....	.....	.....	.....	.....	4,000 00
Schoolmasters	4	1	10	.....	.....	15	5,868 75
Clerks	4	1	10	2	4	21	6,300 00
Boatswains' mates	12	3	20	4	8	47	10,716 00
Gunners' mates	8	2	10	2	.....	22	5,016 00
Carpenters' mates	8	2	10	2	4	26	5,928 00
Sailmakers' mates	4	1	10	.....	4	19	4,332 00
Quartermasters	36	9	50	8	16	119	25,704 00
Quartergunners	48	10	60	12	12	142	30,672 00
Yeomen	12	3	30	6	4	55	11,880 00
Captains' stewards	4	1	10	2	4	21	4,536 00
Captains' cooks	4	1	10	2	.....	17	3,672 00
Coopers	4	1	10	2	.....	17	3,672 00
Armorsers	4	1	10	2	.....	17	3,672 00
Armorsers' mates	4	1	.....	.....	4	9	1,620 00
Masters-at-arms	4	1	10	2	.....	17	3,672 00
Ships' corporals	8	2	.....	.....	.....	10	1,680 00
Cooks	4	1	10	2	4	21	4,536 00
Masters of the bands	4	1	.....	.....	.....	5	1,080 00
Musicians, 1st class	16	3	.....	.....	.....	19	2,736 00
Musicians, 2d class	12	2	.....	.....	.....	14	1,680 00
Seamen	600	120	600	100	56	1,476	212,544 00
Ordinary seamen	480	100	300	50	28	958	114,960 00
Landsmen	200	30	200	30	12	472	45,312 00
Boys	108	21	120	22	20	291	20,952 00
	1,760	354	1,740	296	224	4,374	\$811,480 17

Add for one ship of the line, one sloop of the first and one of the second class, per B 2, ...

1,143 196,252 18

Additional pay to passed midshipmen, whose pay as midshipmen is embraced in the above, 50, at \$6 per month and 1 ration per day

8,162 50

5,517 \$1,015,894 85

B 2.

Estimate of the pay and subsistence for one ship of the line, one sloop-of-war of the first, and one of the second class.

	Ship of the line.	Sloops.		Total.	Amount.
		First class.	Second class.		
Captains	2	1	.....	3	\$6,037 50
Masters commandant .....	.....	.....	1	1	1,176 25
Lieutenants	10	4	4	18	17,370 00
Masters	2	1	1	4	2,650 00
Pursers	1	1	1	3	1,987 50
Surgeon of the fleet	1	.....	.....	1	2,011 25
Surgeons .....	.....	1	1	2	2,419 68
Surgeons' mates	4	1	1	6	4,908 00
Chaplains	1	.....	.....	1	662 50
Midshipmen	34	12	10	56	12,768 00
Secretary	1	.....	.....	1	1,000 00
Schoolmasters	1	1	.....	2	782 50
Clerks	1	1	1	3	900 00
Boatswains	1	1	1	3	993 75
Gunners	1	1	1	3	993 75
Carpenters	1	1	1	3	993 75
Sailmakers	1	1	1	3	993 75
Boatswains' mates	6	2	2	10	2,280 00
Gunners' mates	3	1	1	5	1,140 00
Carpenters' mates	3	1	1	5	1,140 00
Sailmakers' mates	2	1	.....	3	684 00
Quartermasters	12	5	4	21	4,536 00
Quartergunners	20	6	6	32	6,912 00
Yeomen	3	3	3	9	1,944 00
Captains' stewards	1	1	1	3	648 00
Captains' cooks	1	1	1	3	648 00
Coopers	1	1	1	3	648 00
Armorsers	1	1	1	3	648 00
Armorsers' mates	2	.....	.....	2	360 00
Masters-at-arms	1	1	1	3	648 00
Ships' corporals	4	.....	.....	4	672 00
Cooks	1	1	1	3	648 00
Master of the band	1	.....	.....	1	216 00
Musicians, first class	6	.....	.....	6	864 00
Musicians, second class	5	.....	.....	5	600 00
Seamen	300	60	50	410	59,040 00
Ordinary seamen	240	30	25	295	35,400 00
Landsmen	100	20	15	135	12,960 00
Boys	46	12	11	69	4,968 00
	821	174	148	1,143	\$196,252 18

C.

Estimate of the pay, rations, and all other allowances of officers and others, at the navy yards and stations, for the year 1830.

PORTSMOUTH, N. H.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
Yard.									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	200	20	12	1	.....	1,141 75

C.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.*	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
Midshipmen	3	\$19	1	.....	.....	.....	.....	.....	\$957 75
Boatswain	1	20	2	.....	12	9	.....	1	651 75
Gunner	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$14,199 00
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$3,492 75
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to commandant, to do duty as clerk to master builder...	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	1,500 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$4,400 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$22,091 75
BOSTON.									
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	.....	40	20	2	.....	1,710 75
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	.....	20	20	1	.....	1,412 25
Surgeon's mate	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$16,663 25
<i>Ordinary.</i>									
Captain	1	100	8	.....	.....	.....	.....	.....	\$1,930 00
Lieutenants	3	50	4	.....	.....	.....	.....	.....	2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Boatswain	1	20	2	90	12	9	.....	1	741 75
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Carpenter	1	20	2	.....	12	9	.....	1	651 75
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mate, as caulker...	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$19,178 75
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50

* House rent is estimated for officers only in cases where no house is furnished by the government.

C.—*Estimate of pay and rations—Continued.*

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant.....	1	\$40	.....	.....	.....	.....	.....	.....	480 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter.....	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,250 00
Total									\$47,994 50

NEW YORK.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master.....	1	40	2	200	20	12	1	.....	1,141 75
Master.....	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Teacher of mathematics.....	1	40	2	90	12	9	.....	1	981 75
Teacher of languages.....	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$19,297 50
<i>Ordinary.</i>									
Captain	1	100	8	.....	.....	.....	.....	.....	\$1,930 00
Lieutenants	3	50	4	.....	.....	.....	.....	.....	2,895 00
Master.....	1	40	2	.....	.....	.....	.....	.....	662 50
Boatswain	1	20	2	90	12	9	.....	1	741 75
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Carpenter	1	20	2	.....	12	9	.....	1	651 75
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers..	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen.....	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen.....	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$19,178 75
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant.....	1	40	.....	.....	.....	.....	.....	.....	480 00
Clerk to commandant.....	1	.....	.....	.....	.....	.....	.....	.....	900 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	2,300 00

C.—*Estimate of pay and rations*—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	\$420 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	\$25	.....	.....	.....	.....	.....	.....	300 00
									\$8,250 00
Total									\$50,628 75

PHILADELPHIA.

<i>Yard.</i>									
Captain	1	\$100	16	\$600	65	30	3	.....	\$4,066 75
Master commandant	1	60	5	300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Surgeon	1	70	4	200	20	20	1	.....	1,732 25
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner	1	20	2	90	12	9	.....	1	741 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 75
									\$15,483 50
<i>Ordinary.</i>									
Lieutenant	1	50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	90	12	9	.....	1	741 75
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$4,577 75
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	35	3	145	16	14	.....	1	1,102 00
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	10	1	.....	.....	.....	.....	.....	211 25
									\$4,029 75
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	25	.....	.....	.....	.....	.....	.....	300 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	700 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,150 00
Total									\$30,241 00

WASHINGTON.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	75	6	.....	40	20	2	.....	1,982 00
Lieutenant	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Master, in charge of ordnance ..	1	40	2	.....	.....	.....	.....	.....	662 50
Chaplain	1	40	2	\$250	12	9	.....	1	1,141 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Boatswain	1	20	2	90	12	9	.....	1	741 75
Gunner, as laboratory officer ..	1	20	2	90	12	9	.....	1	741 75

C.—*Estimate of pay and rations—Continued.*

	Number.	Pay per month	Rations per day.	House rent per annum.	Candles per annum.	Order of wood per annum.	Servants at \$8.	Servants at \$6.	Amount of pay, rations, and allowances per annum.
<i>Hospital.</i>									
Surgeon	1	\$50	2	\$200	20	20	1	.....	\$1,309 75
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,600 00
<i>Civil department.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to master builder	1	25	.....	.....	.....	.....	.....	.....	300 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,100 00
Total .....	.....	.....	.....	.....	.....	.....	.....	.....	\$27,296 75

BALTIMORE.

Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	2	.....	.....	.....	.....	.....	662 50
									\$6,276 50

CHARLESTON, S. C.

Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Surgeon	1	60	4	200	20	20	1		1,612 25
Purser	1	40	2						662 50
									\$6,276 50

SACKETT'S HARBOR.

Master	1	\$40	2	\$200	20	12	1		\$1,141 75
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Recapitulation.

	2d item, Naval.	2d item, Ordinary.	2d item, Hospital.	3d item, Civil.	Aggregate.
Portsmouth	\$14,199 00	\$3,492 75	.....	\$4,400 00	\$22,091 75
Boston	16,663 25	19,178 75	\$3,902 50	8,250 00	47,994 50
New York	19,297 50	19,178 75	3,902 50	8,250 00	50,628 75
Philadelphia	15,483 50	4,577 75	4,029 75	6,150 00	30,241 00
Washington	14,126 25	5,686 75	3,600 00	12,650 00	36,063 00
Norfolk	18,937 50	19,178 75	3,902 50	8,880 00	50,898 75
Pensacola	14,327 25	3,269 50	3,600 00	6,100 00	27,296 75
Baltimore	6,276 50	.....	.....	.....	6,276 50
Charleston	6,276 50	.....	.....	.....	6,276 50
Sackett's Harbor	1,141 75	.....	.....	.....	1,141 75
Naval constructor .....	.....	.....	.....	3,000 00	3,000 00
	\$126,729 00	\$74,563 00	\$22,937 25	\$57,680 00	\$281,909 25

G.

Estimate for provisions required for the navy for the year 1830.

For vessels in commission, per paper B, No. 1	4,178 persons.
Marines on board	618 persons.
For vessels in commission, per paper B, No. 2	1,104 persons.
Marines on board	128 persons.
For receiving vessels	82 persons.
	<u>6,110 persons,</u>
At one ration per day, is 2,230,150 rations, at twenty-five cents each, is.....	\$557,537 50
From this amount may be deducted this sum, as a balance will probably remain on hand at the expiration of the year	100,000 00
	<u>\$457,537 50</u>

Estimate of the sums required for the support of the office of the Secretary of the Navy, for the year 1830.

Secretary of the Navy.....	\$6,000 00
Six clerks, per act of 20th April, 1818	\$8,200 00
One clerk, per act of 26th May, 1824	1,000 00
One clerk, per act of 2d March, 1827	1,000 00
	<u>10,200 00</u>
Messenger and assistant messenger	1,050 00
Contingent expenses	3,000 00
	<u>\$20,250 00</u>

Substitute proposed, and respectfully submitted, for the salaries of the clerks.

One chief clerk, at \$2,000.....	\$2,000
Two clerks, each at 1,600.....	3,200
Two clerks, each at 1,400.....	2,800
One clerk, at 1,200.....	1,200
Two clerks, each at 1,000.....	2,000
	<u>\$11,200</u>

Comparative view of the number of clerks employed in each of the principal departments, and their compensation.

	Number in each, at—						Total number in each department.	Aggregate amount of compensation.
	Chief clerk, \$2,000.	\$1,600.	\$1,400.	\$1,150.	\$1,000.	\$800.		
Department of State.....	1	3	4	....	3	2	13	\$17,000
Department of Treasury.....	1	2	4	1	1	....	9	12,950
Department of War.....	1	3	5	....	8	1	18	22,600
Department of Navy.....	1	1	2	....	3	1	8	10,200

H.

Estimate of the sums required for the support of the office of the Navy Commissioners, for the year 1830.

Commissioners of the Navy.....	\$10,500
Secretary.....	2,000
Clerks and draftsman, per acts of April 20, 1818, May 26, 1824, and March 2, 1827.....	7,750
Messenger	700
Contingent expenses.....	1,800
	<u>\$22,750</u>

No. 1.

There will be required for the support of the navy during the first quarter of the year 1831, eight hundred and fifty-one thousand and forty-one dollars and eighty cents, in addition to the unexpended balances that may remain on hand on the first of January, 1831.

1. For pay and subsistence of officers and pay of seamen other than those at navy yards, shore stations and in ordinary.....	\$309,805 12
2. For pay, subsistence, and allowances of officers and pay of seamen at navy yards, shore stations, hospitals and in ordinary.....	56,057 31
3. For pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations.....	14,420 00
4. For provisions.....	114,384 37
5. For repairs of vessels in ordinary, and for wear and tear of vessels in commission...	147,500 00
6. For medicines, surgical instruments, and hospital stores, and all other expenses on account of the sick.....	7,625 00
7. For ordnance and ordnance stores.....	7,500 00
8. For repairs and improvements of navy yards, and for the covering and preservation of ships in ordinary.....	112,500 00
9. For defraying the expenses that may accrue during the first quarter of the year 1831, for the following purposes, viz: For freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; traveling expenses of officers and transportation of seamen; house rent and chamber money, and fuel and candles to officers other than those attached to navy yards and stations, and for officers in sick quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire and office rent, stationery and fuel to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowances for persons attending courts-martial and courts of inquiry, and for officers engaged on extra service beyond the limits of their stations; for printing and for stationery of every description, and for books, maps, charts, and nautical and mathematical instruments, chronometers, models, and drawings; for purchase and repair of steam and fire engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, timber wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage; for cabin furniture of vessels in commission, and for furniture of officers' houses at navy yards; for taxes on navy yards and public property; for assistance rendered to vessels in distress; for incidental labor at navy yards not applicable to any other appropriation; for coal and other fuel for forges, foundries, and steam engines; for candles, oil and fuel for vessels in commission and in ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatsoever,	80,000 00
10. For contingent expenses for objects arising during the first quarter of the year 1831, and not hereinbefore enumerated.....	1,250 00
	<u>\$851,041 80</u>

Estimate of the amount required for the support of the office of the Navy Commissioners, for the first quarter of the year 1831.

Commissioners of the Navy.....	\$2,625 00
Secretary to Commissioners of the Navy.....	500 00
Clerks and draftsmen, per acts 20th April, 1818, 26th May, 1824, and 2d March, 1827.....	1,937 50
Messenger.....	175 00
Contingent expenses.....	450 00
Total amount.....	<u>\$5,687 50</u>

L.

Estimate of pay for officers, non-commissioned officers, musicians, and privates, and subsistence for the officers of the United States marine corps, for the year 1830.

PAY.

One lieutenant colonel commandant, \$75 per month.....	\$900 00
Five brevet lieutenant colonels, \$75 per month.....	4,500 00
Four captains, \$40 per month.....	1,920 00
Twenty-four first lieutenants, at \$30 per month.....	8,640 00
Sixteen second lieutenants, \$25 per month.....	4,800 00
One surgeon, \$60 per month.....	720 00
One sergeant major, \$10 per month.....	120 00
One quartermaster sergeant, \$10 per month.....	120 00
Five clerks, \$20 per month.....	1,200 00
One drum major, \$9 per month.....	108 00
One fife major, \$9 per month.....	108 00
Seventy-one sergeants, \$9 per month.....	7,668 00

Seventy-three corporals, \$8 per month	\$7,008 00
Twenty drummers, \$7 per month	1,680 00
Twenty fifers, \$7 per month	1,680 00
Seven hundred and fifty privates, \$6 per month	54,000 00
Extra pay to the adjutant paymaster, and quartermaster, at \$30 per month	1,080 00
	<u>\$96,252 00</u>

SUBSISTENCE.

One lieutenant colonel commandant, six rations per day, 2,190 rations, 20 cts. .	\$438 00
Five brevet lieutenant colonels, six rations, 10,950, rations, 20 cts.	2,190 00
Four captains, at three rations, is 4,380, at 20 cts. each	876 00
Twenty-four first lieutenants, three rations, 26,280 rations, 20 cts.	5,256 00
Sixteen second lieutenants, two rations each, 11,680 rations, 20 cts.	2,336 00
One surgeon, four rations, 1,460 rations, 25 cts.	365 00
	<u>11,461 00</u>
	<u>\$107,713 00</u>

(Signed)

JOS. L. KUHN, Paymaster Marine Corps.

Estimate of pay for officers, non-commissioned officers, musicians, and privates; and subsistence for the officers of the United States marine corps, for the first quarter of the year 1831.

PAY.

One lieutenant colonel commandant, \$75 per month	\$225 00
Five brevet lieutenant colonels, \$75 per month	1,125 00
Four captains, \$40 per month	480 00
Twenty-four first lieutenants, \$30 per month	2,160 00
Sixteen second lieutenants, \$25 per month	1,200 00
One surgeon, \$60 per month	180 00
One sergeant major, \$10 per month	30 00
One quartermaster sergeant, \$10 per month	30 00
Five clerks, \$20 per month	300 00
One drum major, \$9 per month	27 00
One fife major, \$9 per month	27 00
Seventy-one sergeants, \$9 per month	1,917 00
Seventy-three corporals, \$8 per month	1,752 00
Twenty drummers, \$7 per month	420 00
Twenty fifers, \$7 per month	420 00
Seven hundred and fifty privates, \$6 per month	13,500 00
Extra pay to the adjutant, paymaster, and quartermaster, \$30 per month	270 00
	<u>\$24,063 00</u>

SUBSISTENCE.

One lieutenant colonel commandant, 6 rations per day, 540, at 20 cents	108 00
Five brevet lieutenant colonels, 6 rations per day, 2,700, at 20 cents	540 00
Four captains, 3 rations per day, 1,080, at 20 cents	216 00
Twenty-four first lieutenants, 3 rations per day, 6,480, at 20 cents	1,290 00
Sixteen second lieutenants, 2 rations per day, 2,880, at 20 cents	576 00
One surgeon, 4 rations per day, 360, at 25 cents	90 00
	<u>\$2,826 00</u>
	<u>\$26,889 00</u>

JOS. L. KUHN, Paymaster Marine Corps.

Estimate for expenditures in the Quartermaster department of the United States marine corps, for the year 1830.

SUBSISTENCE.

For 400 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, is 146,000 rations, at twelve cents per ration, is	\$17,520 00
For deficiency of appropriation for pay and subsistence last year, being the amount less than estimated for	*11,973 05
	<u>*\$29,493 05</u>

CLOTHING.

For 938 non-commissioned officers, musicians, and privates, at \$30 each, is	\$28,140 00
For 100 watch coats, at \$6 ² / ₃ each, is	625 00
	<u>28,765 00</u>

FUEL.

For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for public offices, hospitals, and armory	9,098 00
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* The alteration of items opposite to which asterisks are placed, was made at this Department, the explanations offered in support of them not being deemed satisfactory.

NAVY DEPARTMENT, November 27, 1829.

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CONTINGENCIES.

For traveling expenses of officers, and transportation for men; freight of stores from one station to another; toll, ferriage, wharfage, and cartage; expenses of recruiting; per diem allowance for attending courts-martial and courts of inquiry, and for officers on extra duty; compensation to judge advocates; house rent and chamber money, where there are no public quarters assigned; incidental labor in the Quartermaster's department; expenses of burying deceased persons belonging to the marine corps; printing and stationery; postage on public letters; forage; expenses in pursuing deserters; keeping in repair the barracks at the different stations; straw for the men; barrack furniture; spades, axes, shovels, picks, and carpenters' tools; *\$14,000 00

MILITARY STORES.

For the purchase of 1,500 set of accoutrements, at \$2.75 per set..... \$4,125 00
 For the pay of armorers, keeping arms in repair, armorer's tools, drums, fifes, flags, and ordnance stores..... 2,000 00
 6,125 00

MEDICINES.

For medicines, hospital stores, and surgical instruments for officers and marines, serving on shore..... 2,369 71

BARRACKS.

For completing the officers' quarters at head-quarters,..... 3,000 00
 *\$92,850 76

Appropriation required for the first quarter of the year 1831, agreeably to the foregoing estimate.

For subsistence \$4,380 00
 For clothing..... 7,191 25
 For fuel 2,274 50
 For contingencies..... *3,500 00
 For military stores..... 500 00
 For medicines 592 25
 *\$18,438 00

E. J. WEED, *Q. M. M. C.*

HEAD-QUARTERS MARINE CORPS, Quartermaster's Office, Washington City, November 7, 1829.

M.

List of deaths in the navy of the United States, since the 1st December, 1828.

Names and rank.	Date.	Cause.	Place.
CAPTAIN.			
Thomas Tingey.....	February 23, 1829...	Not known.....	Washington.
LIEUTENANTS.			
Samuel M. Breckenridge.....	June 4, 1829.....	Explosion of Fulton..	New York.
Augustus Cutts.....	June 12, 1829.....	Not known.....	Portsmouth, N. H.
SURGEON.			
Elnathan Judson.....	May 8, 1829.....	Consumption.....	Washington.
ASSISTANT SURGEONS.			
Samuel G. Clarkson.....	May 17, 1829.....	Yellow fever.....	Pensacola.
John Denny.....	September 19, 1829..	Not known.....	New York.
PURSER.			
Gardner Thomas.....	September 25, 1829..	Not known.....	New York.
CHAPLAIN.			
Cave Jones.....	January 29, 1829....	Not known.....	New York.
MIDSHIPMEN.			
Joshua H. Justin.....	April 8, 1829.....	Consumption.....	Norfolk.
James B. Lardner.....	do.....	Not known.....	Pensacola.
N. G. C. Slaughter.....	do.....	Small-pox.....	Pensacola.
G. M. Meredith.....	do.....	Not known.....	Coast of Brazil.
Joshua W. Larkin.....	May 20, 1829.....	Fall of a block.....	Callao Roads.
James M. Prevost.....	do.....	Not known.....	Pacific.
Charles Root.....	December 8, 1828...	Not known.....	Coast of Brazil.
GUNNERS.			
John Lord.....	July 9, 1829.....	Not known.....	Boston.

NAVY DEPARTMENT, December 1, 1829.

N.

List of dismissions from the navy of the United States, since 1st December, 1828.

SURGEON.

Edmund L. Dubarry..... November 5, 1829.

ASSISTANT SURGEONS.

William Belt..... April 7, 1829.

Thomas V. Wiesenthal..... April 7, 1829.

James R. Boyce..... April 7, 1829.

PURSER.

Lewis Deblois..... May 27, 1829.

CHAPLAIN.

Edward McLaughlin..... October 2, 1829.

MIDSHIPMEN.

Abram J. Bennett..... December 31, 1828.

Joseph S. Cannon..... December 31, 1828.

Patrick F. Bradlee..... April 4, 1829.

Charles D. Drake..... October 30, 1829.

William P. Livingston..... July 8, 1829.

Richard D. Millen..... April 4, 1829.

Robert H. L. Paterson..... November 14, 1829.

Lloyd L. Spillman..... June 3, 1829.

H. H. Van Rensselaer..... April 4, 1829.

CARPENTER.

Zaccheus R. Fuller..... June 30, 1829.

NAVY AGENTS.

Miles King, Nathaniel Amory, John N. Sherburne.

NAVAL STOREKEEPER.

Richard Derby.

NAVY DEPARTMENT, *December 1, 1829.*

O.

List of resignations in the navy of the United States, since the 1st December, 1828.

SURGEONS.

Edward Cutbush..... June 10, 1829.

George Logan..... June 16, 1829.

PURSER.

Joseph B. Wilkinson..... June 2, 1829.

MIDSHIPMEN.

Benjamin C. Wilcox..... December 15, 1828.

Frederick A. Thompson..... December 31, 1828.

John Wyman..... March 17, 1829.

Samuel Haight..... March 17, 1829.

John H. Maulsby..... April 6, 1829.

Samuel W. Ellis..... April 6, 1829.

George P. Ricker..... February 17, 1829.

John Woods Barker..... May 20, 1829.

Pierson Hurd..... May 29, 1829.

William H. Harrison Gray..... June 4, 1829.

Alexander W. Wilson..... June 13, 1829.

Lewis C. F. Fatio..... July 7, 1829.

Meredith Myers..... July 7, 1829.

George H. White..... July 17, 1829.

Alexander McClung..... August 29, 1829.

William Rowan..... November 10, 1829.

BOATSWAIN.

James Minzies..... August 29, 1829.

LIEUTENANT OF MARINES.

Thomas B. Barton..... March 13, 1829.

NAVY DEPARTMENT, *December 1, 1829.*

P.

Copy of a letter from the Secretary of the Navy to the Board of Commissioners of the Navy, dated—

NAVY DEPARTMENT, November 13, 1829.

From the reflection I have been able to bestow upon the present organization of the Navy Department, I incline to the opinion that it is susceptible of improvement, particularly in its fiscal branch, its forms of administration, and the distribution of its duties.

Should further inquiry confirm this opinion, it will be proper for me to submit an improved system for the consideration of the President, and with this view I wish to avail myself of your information and experience.

I request, therefore, that you will lay before me your opinion whether the present organization of the Department may not be improved, and, if so, how? with such observations as may appear to you to belong to the occasion.

NAVY COMMISSIONERS' OFFICE, November 23, 1829.

SIR: The Navy Commissioners have had the honor of receiving your letter of the 13th inst., requiring of them to lay before you their opinion of the present organization of the Navy Department—whether it may not be improved, and, if so, how? with such observations as may appear to them to belong to the occasion.

The duties of the Navy Department are various and complicated; so much so, indeed, that no one individual, however gifted, would be competent even to their *general* superintendence.

We may be assisted in forming judicious conclusions, by classing these duties under general heads, and considering them in their separate, distinct nature; and by referring to the practices which have obtained in the administration of them, since the first organization of the Department.

The general heads by which these duties are distinguished, and under which they may be classed, are:

1. Administrative or Executive.
2. Ministerial.
3. Financial.

Those of an administrative character consist, essentially, in dispensing the various offices created by law; issuing orders and instructions to officers for service; employing the national marine; convening courts-martial; and generally in seeing that the laws in relation to the navy are duly and faithfully executed. In discharging these high functions, consultations with the President of the United States become necessary; the officer vested with these responsible trusts is the medium through which the President makes known his will to the navy.

Those of a *ministerial* character: such as the construction, building, and equipment of vessels of war; their armament; their classification; the procurement of naval stores and materials; the preservation of ships in ordinary; the construction of docks, arsenals, ship houses, storehouses, timber sheds, shears, shops, &c.; the victualing and clothing of the navy; and which involve the necessity of having experienced professional men to perform them.

Those of a *fiscal* character, which embrace the expenditures of the service, in all its numerous branches, and under all its various heads of appropriation. This branch of the Department requires, in the performance of its ordinary duties, a thorough knowledge of accounts, and of all the laws and regulations of the service in any way affecting its expenditures; and it would be greatly improved by a practical knowledge as to all the various stores, munitions, and materials essential in the different departments of the service.

The duties which relate to the execution of the laws in reference to sick and disabled seamen discharged from the service, the apportionment of pensions, the necessary regulations for the government and support of hospitals, the naval asylum, &c., have been assigned by law to special boards, consisting of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War.

The office of Secretary of the Navy was established in the year 1798. He was charged with the multifarious duties here classed under the administrative and ministerial heads; and an Accountant of the Navy was charged with the fiscal duties, subject to the revision of the Treasury.

Under this arrangement, although the navy, at that time, had not attained one-fourth of its present magnitude, it was found that these duties were burthensome in the extreme; and although it was very generally admitted that the Secretary of the Navy was remarkable for his capacity and industry, and that the office of Accountant was well filled, yet, it is known that the duties were very imperfectly performed—unavoidably so—and that the public interest greatly suffered. This arose from a multitude of mixed duties, pressing upon each other, each requiring to be done at one and the same time.

While the Department continued thus organized, great losses of treasure and of time were not unfrequently occasioned by a single order; among other instances, one might be cited in which it became absolutely necessary to expend upwards of \$60,000 to correct an error in the structure and internal arrangements of a ship; an error arising, solely, from the absence of *professional* knowledge.

Cases of this kind, with other considerations, contributed, no doubt, to the existing modification, which assigns all the *ministerial* duties to a Board of Navy Commissioners, leaving a general superintending direction to the Secretary of the Navy.

By a subsequent law, Congress abolished the office of Accountant of the Navy, and created that of Fourth Auditor, as a substitute, attaching it to the Treasury, and subjecting its statements to the strict revision of a Comptroller.

Prior to the act of Congress, of 3d March, 1809, (an act further to amend the several acts for the establishment and regulation of the Treasury, War, and Navy Departments,) it was the practice in the office of Accountant of the Navy so to keep the accounts of the navy as to show the cost of *objects*—the building of a ship, for instance; but that law declares that money warrants shall be charged to the specific *appropriation* under which the money is to be disbursed. This produced a change in the form of keeping the accounts; *objects* are lost sight of, and *specific appropriations* seem to claim exclusive attention.

The act of 1809 declares that all money warrants "shall specify the particular appropriation or appropriations to which the same shall be charged," and that the moneys paid in virtue of such warrants shall "be charged to such appropriation or appropriations;" that "the sums appropriated by law, for each branch of expenditure, shall be *solely* applied to the objects for which they are respectively appro-

priated, and to no other." But it authorized the President, on the application of the Secretary, to direct "that a portion of the moneys appropriated for a particular branch of expenditure be applied to another branch of expenditure in the same department."

Thus, under the law of 1809, the President might transfer from any one appropriation to another; but this authority of the President was, by act of 1st May, 1820, confined to three appropriations, viz: "provisions;" "medicines and hospital stores;" "repairs of vessels;" so that, from none of the other appropriations can a transfer be made.

Is the existing organization susceptible of any improvement; and, if any, what?

The administrative or executive branch of the Department, of which the Secretary of the Navy is the immediate chief, needs not, it is presumed, the interposition of law to render it more efficient. It is not improbable, however, that improvements might be introduced in the arrangement of its detail duties, which would have a tendency to secure more prompt information upon various subjects, that would greatly aid the Secretary in the discharge of his duties. The books of his office should show the extent of the means at his disposal, and the state and condition of every branch of the service, that he may be prepared, not only to act upon all subjects claiming his personal attention, but to answer any call from the President, or from Congress, without delay.

The duties assigned to the Board of Navy Commissioners are far too extensive to be committed to the management of any one individual; yet, one individual, acting without consultation, and trusting entirely to his own resources, could certainly perform more of any particular business than two or three could perform: for instance, a special report, of importance to the interests of the navy, is called for; an individual, having no one to consult in making such report, might probably prepare it in a few hours; but, when associated with two other individuals, each possessing the same rights, each charged with the same duty, each equally responsible, consultation becomes indispensable; disagreement in opinion may exist; argument on both sides is adduced; and finally, the decision is made, but not, possibly, till one, two, or more days, shall have elapsed. The decision, when thus made, will probably be more correct than if it had been made by one member; yet it is very obvious that the consumption of time would be much greater in the one case than in the other.

But there are many, very many cases, of too much importance to the national interest to be committed to any one person, however eminent in his profession, however extensive his experience. These cases involve *principles*, essentially bearing upon the vital interests of the navy; where an erroneous decision might seriously affect the efficiency of our vessels-of-war, or occasion great and unnecessary expenditures of money; numerous cases might be cited, in which it would be certainly unwise to trust the decision to any one person.

The decision of a fundamental principle is one thing; the carrying that principle into effect, is another; the latter duty may be safely trusted, where it would be highly dangerous to confide the former. The function of designing the dimensions and form of a ship, her armament, her outboard and inboard works, her masting, sparring, &c., requires, in its performance, the exertion of the highest professional attainments; and when the designs shall be matured, and distinctly indicated by drawings, models, and instructions, their execution, involving the minutest details, requires vigilant and laborious attention, to see them faithfully executed in all her parts.

From these premises, we are led to infer that, in the present organization of the Board of Navy Commissioners, defects exist; that they consist, essentially, in grouping together too great a variety of duties to be performed in the best manner by the board itself, collectively acting upon each case; but which might be subdivided, so that each member, giving particular attention to the branch confided to him, might perform his own part in the most satisfactory manner.

We have seen that, as now organized, the Board of Commissioners is charged, to speak in general terms—

- 1st. With the building, repair, and equipment of our vessels-of-war.
- 2d. With the construction of docks, arsenals, storerooms, wharves, &c.
- 3d. With the victualling and clothing of the navy.

Under these three general heads, the duties of the board may be classed; but it may be useful to present a brief view of the detailed duties arising under each head.

First. The building, repair, and equipment of vessels-of-war involve, 1st. The designs as to their forms; their length, breadth of beam, depth of hold; their internal arrangements; the sizes and position of their masts, and the manner of making them; the dimensions of their spars; the quantity and dimensions of their rigging; their sails; their armament, including the form, size, weights, and calibre of their guns; their small arms of every description, powder, ball, &c.; their gun carriages, the sizes of their timbers, with the lengths and thicknesses of their planks; their boats; their chain cables, &c.; and such a classification of the whole, that every article of equipment, belonging to any vessel of a particular class, shall answer for every other vessel of the same class. 2d. The procurement, by contract or otherwise, of all the various materials and munitions necessary to build and equip them agreeably to the designs. 3d. The operative part, which combines all these materials, and renders the ships complete in their construction, their numerous internal arrangements, and their equipment generally.

The repairing of ships, while it involves most of the duties to be performed in building them, imposes other duties, not included in building. The *state* of the ship to be repaired, is one, and this can only be done by a thorough examination of all her parts; inspecting all her stores, remedying deficiencies that may be found in her structure, introducing improvements that may have been suggested by experience, &c., are other duties.

The numerous estimates, and the voluminous correspondence, indispensable in discharging the duties arising under this head, with the mass of other business connected with them, would give full employment to any one individual, however competent. We mean for the *superintendence* of any one individual; for no man living could, in his own person, go through the drudgery of all its details. He would require several subordinates, which we will presently consider.

Second. The construction of docks, arsenals, storerooms, and general attention to navy yards. Under this head, numerous and important duties arise: the planning of all the various improvements; the procurement, by contract or otherwise, of all the materials required in making them; the regulation of labor appertaining to this branch, and the preservation of stores; supervising the various factories of anchors, chain cables, blocks, cambooses; the procurement, preservation, and distribution of books, maps, charts, chronometers, and other nautical instruments; stationery, fuel, and candles, &c., are among these duties.

Any one individual, to give them that vigilant, careful attention, which the faithful performance of them would require, would find constant employment; several subordinates would be essentially necessary in discharging these duties.

Third. The victualing and clothing of the navy. Under this head the duties are numerous; the quantity of the various articles forming the rations, the quantity of slop clothing, medicines, and hospital stores required for the several ships and squadrons in service, and the several stations on shore, must be ascertained and procured, by contract or otherwise, and transported to the ships and stations needing them; the ordering of surveys, when necessary, upon any of the articles belonging to his department; the receiving of surveys ordered by the commanding officers of squadrons; the regulation of labor appertaining to this particular branch; the preservation of its stores and issuing the necessary instructions, will form a mass of business abundantly sufficient to occupy the time of any individual. Subordinates in this, as in other branches, would be indispensably necessary.

Under these three general heads the *present* duties of the board might be classed; each member taking the superintendence of one; each carrying into effect the designs and decisions of the whole; each responsible for the execution of such designs and decisions.

As now organized, each member of the board has to give his attention to all the duties arising under the previously recited heads; and it is out of the question to suppose that any one can give that careful attention which the public interests at all times require. The mind of man is not so constituted as to be able to embrace, digest, and thoroughly understand such an infinite variety of subjects; many of them pressing for decision at one and the same moment; many of them being complex in their nature and requiring great research, calculation, and consideration to enable even the most experienced and intelligent to comprehend them so far as to be able to pronounce a satisfactory opinion upon them.

To general principles, and to new principles and improvement, each member might give such attention as would, with his professional experience, enable him to meet others in discussion and assist in forming the best possible conclusions. The board, enlightened by the observations of each of its members, thus prepared for the examination of any question arising, might reasonably be expected to decide judiciously; while each member would proceed to execute the particular part assigned to him with all the advantages afforded by a general consultation. A spirit of emulation would naturally arise among all the members; each would be ambitious to excel in the discharge of his appropriate duties; and the happiest results might be confidently anticipated and felt in the precision, dispatch, intelligence, and economy, which it is to be hoped would distinguish each branch.

The necessity, 1st, of a board to decide upon general principles, and upon all new principles and improvements; 2d, of a subdivision of duties, to be executed in conformity with the decisions of the board, is deemed to have been sufficiently illustrated and established by the preceding remarks. We will now, sir, attempt an arrangement of the duties of the board, and of its branches, upon the most efficient and economical basis.

The board, to perform the general duties reserved to it as a board, will require a secretary and a copying clerk; a secretary to keep a journal of all its proceedings; stating the time of meeting, the objects, the decisions; whether they relate to the introduction of a new principle, improvement in the mode of building, equipping, or repairing of ships, improvement or alteration in any of the buildings, docks, wharves, shears, factories, &c., in the navy yards, changes in the manner of putting up, procuring, or preserving provisions and other supplies, with the reasons at large for such decisions, and the results of all the experiments in all the various branches of service. Also, to draw up, under the direction of the Navy Commissioners, when convened as a board, all reports of a general nature relating to the duties of this branch of the Navy Department; to give to each member of the board a copy of any of the decisions of the board affecting his branch of duties, and to aid, as far as may be in his power, the chief of each branch in the execution of his duties. He would have the special charge of all papers and communications suggesting improvement in any branch of the service, or relating to any discovery at sea having a tendency to improve the science of navigation. He would also be charged with the safe keeping of all journals describing coasts and harbors, and of all reports showing the properties of our ships, their best trim of sailing, &c. To assist in the performance of these various services a copying clerk would be required.

Whenever required by the Secretary of the Navy, or by either of the members, the board would convene and proceed to decide upon the questions presented for consideration. It would also have stated meetings as the public service might render necessary. In particular it would convene, at some stated time, to receive from the Secretary of the Navy the determination of the Executive, as to the number and classes of ships intended to be kept in the service during the ensuing year, and their stations, that they might proceed and prepare the estimates for the service, with a full understanding of the will of the Executive upon the subject.

The building, repairing, and equipping department would require, besides its chief, a naval architect and a draftsman, an ordnance officer, three able clerks, and one copying clerk.

A naval architect would be required in supervising the building and repairing of ships, and in devising drafts, models, moulds, &c.; and a draftsman would have, as at present, full employment in making the various drafts, which are very numerous, extending, as they do, to all parts of a ship, their armament, gun carriages, &c., &c.

An ordnance officer is essential to the inspection and proving of all guns, arms, and ammunition, and making returns, showing their state and condition.

A first clerk, to assist the correspondence, examine all money requisitions, keeping accurate accounts thereof, in preparing the annual estimates, to have the charge of all papers connected with money requisitions, or relating to experiments made in this branch of service.

A second clerk and assistant to keep an account of all the stores coming under the cognizance of their chief; of all labor employed in his department; to receive all returns and pay-rolls, showing the cost of new ships, the repairs of old ships, the state of contracts, &c., keeping accurate accounts thereof; to file all offers for contracts; prepare scales, showing the various bids; to draw up, under the direction of their chief, all contracts and agreements; to file all letters relating to the duties with which they are charged, and keep them so arranged that reference may, at any time, be had to them without delay, and to do such other business as may be required of them.

A fourth clerk, to keep the letter books, and do such copying and other business as may be required of him.

Other officers would act under the directions of the chief of this branch: officers to attend particularly to the preservation of ships in ordinary, and carry into effect instructions upon that important subject; timber masters, to inspect, measure, and receive all timber, keeping special accounts thereof, showing when it was received, when cut, when immersed in water, when placed under cover, when and for what vessel used, &c., always taking care that the best seasoned timber shall be first used; surveyors, (to be selected from the officers of the yard) to take special accounts of all the stores of a vessel about to be received in ordinary; to have all their stores, their rigging, their sails, boats, &c., minutely examined, and their state and condition accurately reported, that such disposition may be made of them as the public interest may require.

The department of docks, navy yards, &c., would require, besides its chief, a civil engineer, two able clerks, and one copying clerk.

A civil engineer, in the construction of docks, wharves, arsenals, &c., is obviously required.

A first clerk, to assist in the correspondence, examine all money requisitions, keeping accounts thereof, to assist in preparing the general estimates, to prepare all signal books for distribution, keeping precise accounts, showing to whom signals were issued, charging such persons with them, and holding them specially accountable therefor, on their return from a cruise, or on leaving the ship they may have commanded, and to have the charge of all papers relating to experiments in this branch of the service.

The second clerk to keep accounts of all stores; all returns, as to the cost of docks, arsenals, shears, &c.; the employment of labor attached to this branch; the state of contracts, keeping accounts thereof; to file all offers for supplies, and to prepare scales as to the bids to furnish them; to draw up, under the direction of his chief, all contracts and agreements; to file all letters and papers, not specially assigned to any other clerk, and keep them so arranged that reference may, at any time, be had to them without delay; and to do such other business as his chief may require of him.

A copying clerk, to keep the letter books and do such copying and other business as may be required of him.

Other officers would act under the special direction of the chief of this branch. He would, for instance, require a special officer to take charge of all the nautical instruments, books, and charts, not on board of ship, to keep them in order for use when required. Among other duties, he would be required to attend particularly to the time-pieces, or chronometers, to ascertain precisely their character, such as their rate of deviation from true time, whether they are affected by changes of weather, &c., &c., for the information of those who may have to use them at sea. The character of each chronometer, thus ascertained, should be delivered to the officer receiving the chronometer itself.

The victualing and clothing department would require, besides its chief, a surgeon, as medical assistant; two able clerks and one copying clerk.

The surgeon would be required to assist in procuring medicines and hospital stores and surgical instruments, and in distributing them as the service may require. It would be his duty to examine all accounts for medicines, &c., and all requisitions for money to pay such accounts.

A first clerk, to assist in the correspondence, examine all money requisitions (other than those assigned to the surgeon), keeping accounts thereof; to assist in preparing the general estimates, to draw up all contracts and charter parties under the direction of his chief, and to keep all papers connected with experiments in this branch of the service.

A second clerk, to keep an account of all provisions and slop clothing procured for the service, where deposited, from whom obtained, the prices of each article, to whom delivered for use; receiving, examining, and filing all returns, showing the various issues, the quantities left on hand, surveys, &c.; to file all offers for supplies, and scale them for decision, keep all the papers connected with such supplies, the state of each and every station as to supplies, all the shipments made, &c., &c.; and to do all such other business as may be required of him.

A copying clerk, to keep the letter books, and do such other copying as may be required of him.

Other officers would also be required, to act under the immediate direction of the chief of this branch; for instance, officers to inspect provisions and slop clothing, to hold surveys upon them, to attend particularly to all shipments, and guard against all impositions in the quality and condition of articles delivered under contracts, &c.

It will be seen that this arrangement proposes that money requisitions shall pass the special examination of the branch under which they are to be expended; the reason is obvious—that branch will possess precise knowledge upon the subject, and will be enabled to decide promptly and correctly whether the requisition should be approved or not; for instance, should money be required under the head of "repairs," the requisition would be sent to the officer having charge of "the building, repairing, and equipping department," who would cause it to be examined minutely, and, if found correct, he would approve it, and submit it in that state to the Secretary of the Navy, who would cause a warrant for the amount to be issued, and placed in the hands of the disbursing agent, to be applied by him in conformity with his instructions; thus, in its incipency, using every precaution to ensure its faithful application and expenditure.

But, with these precautions, which would, unquestionably, greatly improve the existing practice, we should still be uncertain as to the *application* of money, according to *instructions*; none but the officer giving the instructions can decide, to a certainty, whether the moneys are expended according to those *instructions*; and this he ascertains by comparing the one with the other on his records. It is, moreover, to be presumed that his professional knowledge, which enables him to judge correctly as to the kind, quality, quantity, and prices of the articles required in the department of the service specially committed to him, would be of particular value in the examination of all accounts originating in expenditures directed by himself. This admitted, it results that every account of expenditure should be examined and approved by the officer having the superintendency of the branch which approved the money requisitions, and from which the instructions for its expenditure were issued. Accounts, thus examined and certified, might be sent to the Fourth Auditor of the Treasury, and there undergo such further examination as to their calculations as would ensure their correctness. Such an arrangement would impose auditorial duties upon each branch of the Department, and, in that case, additional clerks would be required, viz., *two* for the first-mentioned branch, and *one* for each of the others.

Under such an arrangement, disbursing agents, residing in the United States, might be required to forward their accounts *weekly*; that is, to send, at the termination of every week, their vouchers for disbursements during that week. Upon being received, they would be immediately examined, and, if found

correct, the amount would be passed to their credit, and they would be so informed; if incorrect, the error would be corrected, while all the circumstances are fresh in the memory of all parties. This course would be attended with advantages both to the government and to the individuals concerned, to whom the prompt settlements of accounts should always be desirable; and it is not perceived that it would occasion much, if any, additional trouble to either party. It would require the constant and vigilant attention of both; and these are duties which every public agent should be desirous of rendering.

Disbursing agents, out of the United States, should be required to take quadruple vouchers for their expenditures, so as to enable them to send two in each case, and retain *two* in case of accidents. They should then be required to forward one set of their accounts by the first opportunity, and another set by the next earliest; we should thus, much earlier than at present, possess a knowledge of the foreign accounts of the Department.

With regard to the principle upon which navy appropriations are made by Congress, and the forms and rules observed in their administration, by the Department, it is hoped that a reference to the communication which the Commissioners had the honor of submitting on the 31st March last, will repay for the trouble of making it. There are numerous facts exhibited in that communication, which will assist us in forming satisfactory conclusions. But it may be sufficient, on this occasion, to select from among them the following, viz:

The returns of one of the disbursing agents exhibited balances on hand	\$69,761 58
Overpayments, that is, expenditures exceeding the sums remitted, under certain specific heads of appropriation.....	69,230 13
Actual balance of money in his hands.....	<u>\$531 45</u>
The returns of another disbursing agent showed balances on hand	\$103,248 33
Overpayments	92,259 41
Actual balance of moneys in his hands.....	<u>\$10,988 92</u>

One of the agents, having upwards of thirty thousand dollars in his hands, belonging to, and remitted to him out of the appropriation for "*gradual increase*," applied the amount to the payment of accounts arising under five other distinct heads of appropriation, viz: sloops-of-war, navy yards, five schooners, contingent prior to 1824, and contingent for 1826.

The principle which confines the application of navy appropriations to the particular objects for which they are made, or which, in other phrase, declares that "the sums appropriated by law for each branch of expenditure shall be solely applied to the objects for which they are respectively appropriated, and no other," has thus, in numerous instances, been violated in practice. The inquiries of the Commissioners lead them to believe that this has been done sometimes intentionally, as the least of two evils; at other times, unintentionally, arising from misapprehension on the part of disbursing agents and others, as to the proper head of appropriation to which disbursements should be charged.

The cases particularly cited, are principally, it is believed, of the former class. The agents were *instructed*, it is understood, to apply moneys in their hands, under certain heads, to the payment of accounts arising and due under other heads. Such accounts were, it is said, of such a nature, that payment of them could not be postponed without violating the public faith; to preserve which, it became necessary to violate the law.

Of the latter class, cases are cited in our communication of the 31st March last, to which we beg leave to refer you.

The Commissioners, not having been charged with the duty of adjusting and settling navy accounts, can give no precise information respecting them; but the deep interest they have taken upon all subjects affecting the service in which they have the honor of holding commissions, has induced them from time to time to make inquiries; from which they are fully satisfied that the intention of the law of 1809, in its provisions as to the application of the specific appropriations, has never been carried into full effect, in any one year since its enactment. The theory of specific appropriations would seem to embrace exact and precise accountability; and this consideration, no doubt, had some weight in producing its adoption. But the test which has been applied, in the expenditure of millions of dollars, during the last twenty years, has certainly not confirmed the anticipations of its advocates.

The Commissioners will not say that it is utterly impracticable to carry this system literally into effect. If Congress were to make the appropriations sufficiently large to guard against every *possible* contingency, and to ensure an adequate amount, under each head, to meet every *possible* expense arising under that head; and if all the agents were so thoroughly acquainted with their duties, as to be able at all times to decide correctly as to the specific heads of appropriation to which each and all of the numerous articles required should be charged; then, if the Department would take care to keep in the hands of all the disbursing agents a balance under each and every head of appropriation, so as to enable them promptly, and in good faith, to redeem all the public engagements at their respective agencies, a literal execution of the law might be expected. But would Congress make excessive appropriations? No enlightened friend of the navy would make such a proposition. And experience fully shows that disbursing agents, even those most accustomed to navy business, will occasionally misapprehend instructions, and unintentionally pay accounts out of the wrong appropriation. And we would observe, that the absolute necessity of keeping balances in the hands of the agents, under each appropriation, would make the aggregate of balances so large as to form a serious objection. In no case would it be expedient; in some cases it might be unsafe to entrust such balances even to bonded agents, for they would generally far exceed the amount of their bonds.

The estimates upon which the appropriations are founded are prepared with all the care and accuracy of which the fallible judgment of man will admit. Yet, after all, they are but *estimates*; and until it shall be given to us to foresee the events of futurity, the fluctuations in the markets of the world, and the casualties of the ocean, we shall never arrive at precise accuracy in our calculations as to the expense of a navy employed in every known sea, and experiencing the vicissitudes of every known climate. A degree of accuracy, sufficient for practical purposes, may be gained; and this is all that can be reasonably expected. Yet, even in this case, it will be found that some items in the estimate are too low, others too high; but take the whole together, and they may prove sufficient. The item of "pay of

the navy"—the expense of which may be approximated nearer than that of any other item of naval expenditure—is liable to be affected in its amount by unforeseen contingencies. For instance, seamen's wages may rise, and it may become necessary to give them a *bounty* to induce them to enter into the public service. A few more seamen, or a few less, than the number estimated for, would produce a variation between the expenditures and the estimates.

Besides, it has not always been the pleasure of Congress to appropriate the whole amount of the estimates, which has frequently occasioned embarrassment; instance, the estimate for "repairs of vessels," for the year 1829, was curtailed in the appropriation \$75,000, and that for "navy yards," was reduced \$225,000. The reductions occasioned the suspension of important measures, contemplated when the estimates were made; the postponement of which, must ultimately create additional expense.

But nearer views of the existing system of naval appropriations may be required for its thorough comprehension. Let us see it in practice.

If a single dollar be taken, *intentionally or otherwise*, from one appropriation, and applied to another, it is a violation of law. Suppose a ship is about to be equipped for important service, and there should be large balances under all the appropriations, excepting that for ordnance, which is exhausted; under the law, however urgent the necessity, not a cent could be drawn from either of the redundant appropriations for the purchase of arms. It was surely never the intention of Congress that a vessel-of-war should be sent to sea without being, in all respects, thoroughly prepared to defend the honor of her flag; yet, in the case supposed, she could not be properly prepared, without violating the law of appropriations. Similar embarrassments would arise from a deficiency in either of the appropriations, from or to which transfers are forbidden. Thus the law, in gaining an object of diminutive value, when contrasted with its main design, (*the employment of ships of war*,) would, if literally observed, defeat the intentions of Congress.

Towards the close of every year some of the specific appropriations are found to be deficient. The ships, probably, whose expenditures occasioned this deficiency, are abroad in distant seas. Bills are drawn upon the government for their support, and under this very head of appropriation whose deficiency has just been discovered. These bills cannot be protested; they must be paid; and, under such circumstances, the Secretary of the Navy has generally directed them to be paid out of some of the redundant appropriations. Demands are made from other parts of the world, and by disbursing agents in the United States, upon the same deficient appropriation, and moneys are remitted under other heads to enable them to meet pressing engagements. When the accounts of disbursing agents are received for settlement, if all the appropriations under which their disbursements have been made should *then* be sufficient to enable the Auditor to settle them, it is done by *warrants of payment and repayment*; the former purporting to be warrants authorizing the payment, to the disbursing officer, of specific sums, corresponding, in their respective amounts, to his overpayments; the latter purporting to be drafts upon him, requiring him to pay into the treasury certain unexpended balances in his hands, under those heads of appropriation where his expenditures were short of the remittances made to him. By these warrants not a cent is taken out of the treasury or paid into it; the disbursing officer, in whose favor or upon whom they are drawn, is wholly ignorant of them. They result from a Treasury arrangement, and are said to be indispensably necessary in adjusting the accounts of the *appropriation*. If, however, any of the appropriations should be insufficient, so that these warrants of fictitious payment could not be drawn upon them without showing that the expenditures under them had exceeded the sum total of the appropriation, then the accounts of the disbursing agents must remain unsettled. It is believed that there are numerous accounts precisely in this situation, at this time, that have been so for some years past, and that such accounts can never be settled without the interposition of Congress.

These complex, fictitious operations, in the settlement of navy accounts, were unknown till the year 1809, and until then accounts could always be settled by the plain and simple rule of charging individuals with the amount of moneys placed in their hands for disbursement, and crediting them with the amount of their disbursements when properly vouched. The law of 1809, requiring that accounts shall be kept so as to be charged to the *appropriations*, renders these operations necessary in their adjustment, while it has greatly multiplied the forms, and increased the labor, without any advantage that the Commissioners can perceive.

That all disbursing agents should be required to account satisfactorily and promptly for all the moneys placed in their hands; that the forms of keeping, rendering, and settling their accounts should be so plain and intelligible as to be clearly understood, not by able accountants only, but by every member of the community (for every member has an interest in them,) are propositions which no one, it is presumed, will attempt to controvert. It has, we hope, been satisfactorily shown that the act of 1809 has not produced these effects; and a modification of that law, and of the act of the 1st May, 1820, heretofore recited, appears to be necessary in the accomplishment of results so desirable.

The Commissioners would recommend that the accounts be kept so as to show the cost of building ships, of repairing them, their annual cost in the service, and the cost of every authorized object or improvement; that the estimates be made so specific as to be distinctly understood, so that every appropriation shall be made with a thorough understanding as to the amount required for each object; that the power of transferring from one appropriation to another, as the exigencies of the service may render necessary, be committed to the President; that, at the commencement of every session of Congress, reports be made, showing the expenditures of the year, and the various objects to which the moneys appropriated shall have been applied.

If these suggestions, and those heretofore presented in this communication, relative to the organization of the different branches of the Department, and the duties appropriate to each branch, be approved, the board would further respectfully recommend that the appropriations for the navy be, hereafter, made under the following general heads, viz:

For pay and subsistence of the navy.

For building, repairing, and equipping vessels, including their wear and tear at sea, and ordnance, and ordnance stores.

For navy yards, docks, wharves, and all improvements therein.

For provisions, medicines, and hospital stores.

For contingent expenses, such as transportation, traveling expenses, the purchase of books, maps, charts, chronometers, nautical instruments, and other articles necessary for the service, and not specifically provided for.

This arrangement would leave the first item, viz.: pay and subsistence of the navy, under the immediate direction of the Secretary of the Navy; the second, third, and fourth items would come under the immediate direction of the respective branches heretofore proposed; and the last item, viz.: "contingent expenses," to be drawn upon by each, as such expenses should arise in each branch, until experience should inform us as to the probable amount required under each branch, when the appropriation might be divided into specific sums for each.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

HONORABLE JOHN BRANCH, *Secretary of the Navy.*

21ST CONGRESS.]

No. 395.

[1ST SESSION.]

ON THE CLAIM OF THE WIDOW OF A SEAMAN OF THE NAVY, WHO DIED IN DARTMOOR PRISON, IN ENGLAND, FOR A PENSION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 21, 1829.

Mr. RIPLEY, from the committee on Naval Affairs, to whom the petition of Abigail Appleton was referred, reported:

That it appears, by the evidence before the committee, that the memorialist is the widow of Daniel Appleton, late of Ipswich, in the State of Massachusetts; that her late husband was a seaman on board the United States sloop *Frolic*, which sailed from Boston on the 18th of February, 1814, under Captain Bainbridge, and was taken prisoner, carried into Halifax, and thence to England, and committed to the Dartmoor prison, where he was taken with the small-pox, of which he died on the 4th of January, 1815.

The petitioner represents that she made application to the Navy Department for five years' half pay, under the provisions of the acts of Congress of January 20, 1813, March 4, 1814, and April 16, 1818, which relate to the subject of pensions to the orphans and widows of persons slain in the public or private armed vessels of the United States. The Department has expressed an opinion that her claim does not come within the letter of those statutes. The committee do not hesitate to express an opinion that her claim is clearly within the spirit and purpose of the laws referred to, and therefore report a bill to give her five years' half pay, from the navy pension fund.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 4, 1827.*

SIR: I have the honor to transmit to you, herewith, certificates, containing the information requested in your letter of the 2d instant, addressed to Mr. Gillis, of this office. The act of April 16, 1818, provides "if any officer, seaman, or marine shall have died, since January 18, 1812, in consequence of accident or casualty, which occurred while in the line of his duty, on board any public or private armed ship, leaving a widow, she shall be allowed the same monthly pay as if he died of wounds." The only doubt, in the mind of the Secretary of the Navy, was, whether death in a prison of the enemy was the same as death on board the ship.

I have the honor to be, respectfully, sir, your obedient servant,

T. WATKINS.

HON. JOHN VARNUM, *House of Representatives.*

I certify that it appears, from documents on file in this office, that Daniel Appleton, a seaman on board the United States ship *Frolic*, born at Ipswich, Massachusetts, was captured in the said ship, in April, 1814, carried to Dartmoor prison, in England, and there died on the 4th day of January, 1815.

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 5, 1827.*

The United States sloop-of-war *Frolic*, under the command of Master Commandant Joseph Bainbridge, sailed on a cruise from Boston, on the 18th of February, 1814, and was captured near the coast of Cuba, on the 20th of April following, by the British frigate *Orpheus*, Captain Hugh Pigot, and the British schooner *Shelburne*, Lieut. Hope.

NAVY DEPARTMENT, *January 4, 1827.*

I certify that the truth of the above statement is sustained by documents on file in this Department.

JOHN BOYLE.

21ST CONGRESS.]

No. 396.

[1ST SESSION.]

NAVAL REGISTER FOR THE YEAR 1830.

COMMUNICATED TO THE SENATE JANUARY 4, 1830.

NAVY DEPARTMENT, *January 4, 1830.*

SIR: I have the honor to transmit to you herewith, for the use of the members of the Senate, fifty copies of the Naval Register for 1830, prepared in pursuance of a resolution of Congress, passed on the 13th December, 1815.

I am, respectfully, &c.,

JOHN BRANCH.

The President of the Senate of the United States.

Naval register for 1830.
CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	Lieutenant,	March 9, 1798.	March 5, 1799.	Maryland	Maryland	President Navy Board
James Barron	do	March 9, 1798.	May 22, 1799.	Virginia	Virginia	Commandant Navy yard, Gosport.
Wm. Bainbridge	Lieut. and commander,	August 3, 1798.	May 22, 1800.	Pennsylvania ..	New Jersey ..	Commandant Navy yard, Philadelphia.
Charles Stewart	Lieutenant,	March 9, 1798.	April 22, 1800.	Pennsylvania ..	do	President Board of Examination.
Isaac Hull	do	March 9, 1798.	April 22, 1800.	Connecticut ..	Connecticut ..	Washington yard.
Isaac Cramsey	do	Sept. 17, 1798.	April 24, 1800.	New York	New York	Commandant Navy yard, New York.
Jacob Jones	do	April 10, 1799.	March 3, 1813.	Delaware	Delaware	Leave of absence.
Charles Morris	Midshipman,	July 1, 1799.	March 5, 1813.	Connecticut ..	Connecticut ..	Commandant Navy yard, Charlestown.
Arthur Sinclair	Acting midshipman,	Nov. 15, 1798.	July 24, 1813.	Virginia	Virginia	Commanding adjut. Norfolk.
Lewis Warrington	Midshipman,	Jan. 6, 1800.	Nov. 22, 1814.	do	do	Commissioner Navy Board.
William M. Crane	do	May 23, 1799.	Nov. 24, 1814.	New Jersey ..	New Jersey ..	Leave of absence.
James T. Leonard	do	Feb. 26, 1799.	Feb. 4, 1815.	New York	New York	Waiting orders.
James Bible	do	Feb. 12, 1800.	Feb. 25, 1815.	Pennsylvania ..	Pennsylvania ..	Commanding Mediterranean squadron.
Charles G. Ridgely	do	Oct. 17, 1799.	do	Maryland	Maryland	Leave of absence.
Daniel T. Patterson	do	Aug. 20, 1800.	do	New York	Louisiana ..	Commissioner Navy Board.
Melancthon T. Woolley	do	April 9, 1800.	April 27, 1816.	do	New York	Commandant Navy yard, Pensacola.
John G. Creighton	do	June 25, 1800.	do	do	do	Leave of absence.
John Downes	do	June 1, 1802.	March 5, 1817.	Massachusetts ..	do	Commanding frigate Java.
John D. Henley	do	Oct. 14, 1799.	do	Virginia	Maryland ..	Commandant Navy yard, Portsmouth.
Jesse D. Elliott	do	April 2, 1801.	March 27, 1818.	Pennsylvania ..	Pennsylvania ..	Commanding West India squadron.
Stephen Cassin	do	Feb. 21, 1800.	do	Pennsylvania ..	do	Commanding Brazilian squadron.
James Renbush	do	July 7, 1800.	do	do	Dist. Columbia ..	Commanding naval officer, Charleston.
C. C. B. Thompson	do	Dec. 22, 1802.	do	Virginia	Pennsylvania ..	Commanding Pacific squadron.
Alex. S. Wadsworth	do	April 2, 1804.	do	Maine	Maine	Frigate Constellation.
George W. Rodgers	do	April 2, 1804.	do	Maryland	Maryland	Board of examination.
George C. Read	do	April 2, 1804.	do	Ireland	Pennsylvania ..	Board of examination.
Henry E. Eillard	do	April 24, 1804.	do	Maryland	Maryland	Commanding naval officer, Baltimore.
David Deacon	do	Oct. 10, 1799.	Jan. 24, 1826.	New Jersey ..	New Jersey ..	Leave of absence.
Samuel Woolhouse	do	May 2, 1804.	March 3, 1827.	Pennsylvania ..	Pennsylvania ..	Leave of absence.
Joseph J. Nicholson	do	April 2, 1804.	do	Maryland	Maryland	Leave of absence.
Weslett Chaucey	do	June 28, 1804.	April 24, 1828.	Connecticut ..	New York	Leave of absence.
Edmund P. Kennedy	do	Nov. 22, 1805.	do	Maryland	Dist. Columbia ..	Ordinary and naval school, Norfolk
Alex. J. Dallas	do	Nov. 22, 1805.	do	Pennsylvania ..	Pennsylvania ..	Board of examination.
John B. Nicholson	do	July 4, 1805.	do	Virginia	Virginia	Board of examination.
B. V. Holman	do	July 4, 1805.	March 11, 1829.	New York	New York	Under arrest.
Jesse Wilkinson	do	July 10, 1805.	do	Virginia	Virginia	Waiting orders.
T. Ap. Gatesley Jones	do	Nov. 22, 1805.	do	do	do	Inspector ordnance and ammunition.

Captains—37.

NOTE.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1830—Continued.
MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Buad	Nov. 22, 1803.....	March 28, 1820.....	Maryland.....	Maryland.....	Maryland.....	Reckonous, Baltimore.
John Porter.....	June 20, 1805.....	do.....	do.....	do.....	New Hampshire.....	Leave of absence.
William B. Finch.....	do.....	do.....	England.....	District of Columbia.....	District of Columbia.....	Commanding sloop Vincennes.
William E. Shubrick.....	Aug. 16, 1805.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Navy yard, Washington.
Alexander Claxton.....	June 20, 1805.....	do.....	Pennsylvania.....	District of Columbia.....	Pennsylvania.....	Commanding sloop Natchez.
Charles W. Morgan.....	Jan. 1, 1808.....	April 15, 1820.....	Virginia.....	Virginia.....	New York.....	Leave of absence.
Lawrence Kearny.....	July 24, 1807.....	March 3, 1825.....	New Jersey.....	New Jersey.....	New Jersey.....	Reckonous, New York.
Foxhall A. Parker.....	Jan. 1, 1808.....	do.....	Virginia.....	Virginia.....	New York.....	Commanding sloop Fairfield.
Edward R. McCall.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Commanding sloop Pensacola.
Daniel Turner.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
David Conner.....	Jan. 16, 1809.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Commanding sloop Erie.
John Gallagher, sailingmaster.....	do.....	do.....	do.....	Maryland.....	Maryland.....	Commanding sloop Vandalla.
Thomas H. Stevens.....	do.....	do.....	South Carolina.....	South Carolina.....	Connecticut.....	Commanding sloop Ontario.
William M. Hunter.....	Feb. 8, 1808.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Commanding sloop Lexington.
John D. Sloat.....	Jan. 16, 1809.....	March 21, 1826.....	Pennsylvania.....	Pennsylvania.....	New York.....	Commanding sloop St. Louis.
F. H. Gregory.....	Feb. 12, 1809.....	do.....	New York.....	New York.....	Rhode Island.....	Reckonous, Charlestown.
Matthew C. Perry.....	March 1, 1809.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Commanding sloop Warren.
Charles W. Skinner.....	Jan. 16, 1809.....	March 3, 1827.....	Maine.....	Pennsylvania.....	Virginia.....	Commanding sloop Hornet.
Otho Norris.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Reckonous, New York.
John T. Newton.....	do.....	do.....	Virginia.....	Virginia.....	New York.....	Receiving ship, New York.
Joseph Smith.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Guerriere.
Lawrence Rousseau.....	do.....	do.....	Louisiana.....	Louisiana.....	Louisiana.....	Navy yard, Pensacola.
George W. Storer.....	do.....	April 24, 1828.....	New Hampshire.....	Maine.....	New Hampshire.....	Navy yard, Portsmouth.
Robert M. Rose.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Gosport.
Beverly Kennon.....	May 18, 1809.....	do.....	do.....	do.....	do.....	Reckonous, Norfolk.
Edward R. Shubrick.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Philadelphia yard.
F. H. Gregory.....	Jan. 16, 1809.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Navy yard, New York.
John H. Clark.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
P. F. Veechese.....	Nov. 15, 1809.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
Benjamin Cooper.....	do.....	do.....	do.....	do.....	New York.....	Leave of absence.
William L. Gordon.....	Jan. 16, 1809.....	do.....	Virginia.....	Virginia.....	Virginia.....	Charleston station.
Samuel W. Adams.....	Nov. 15, 1809.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
Silas Duncan.....	June 1, 1808.....	March 11, 1829.....	New Jersey.....	New Jersey.....	New Jersey.....	Reckonous, Norfolk.
James Bannage, sailingmaster.....	Nov. 15, 1809.....	do.....	Ireland.....	Pennsylvania.....	Pennsylvania.....	Under arrest.
David Geitinger.....	Nov. 1, 1813.....	do.....	Maryland.....	Maryland.....	Maryland.....	Reckonous, Philadelphia.

Masters commandant—39.

Naval register for 1830—Continued.

LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1814.						
James P. Oellers, sailingmaster.	Feb. 28, 1809.....	July 24, 1813.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Robert F. Stockton.....	Sept. 1, 1811.....	Dec. 9, 1814.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
Isaac M. Keever.....	Feb. 1, 1809.....	do.....	Pennsylvania.....	Louisiana.....	Pennsylvania.....	Receiving ship, Baltimore.
John P. Zantinger.....	Nov. 15, 1809.....	do.....	do.....	Pennsylvania.....	do.....	Commanding schooner Dolphin.
Charles E. Crowley.....	Jan. 16, 1809.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
William D. Satter.....	Nov. 15, 1809.....	do.....	New York.....	New Jersey.....	New Jersey.....	Leave of absence.
Charles S. M. Cauley.....	Jan. 16, 1809.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
John H. Bell.....	do.....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Under arrest.
Thomas M. Newell, sailingmaster.....	Sept. 11, 1813.....	do.....	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
Elic A. F. Valette.....	Jan. 25, 1812.....	do.....	Virginia.....	Pennsylvania.....	Pennsylvania.....	Rendezvous, Philadelphia.
William A. Stenger.....	Nov. 15, 1809.....	do.....	New York.....	New York.....	New York.....	Sloop Natchez.
Thomas T. Webb.....	Jan. 1, 1808.....	do.....	Virginia.....	Virginia.....	Virginia.....	Commanding schooner Shark.
John Percival.....	March 6, 1809.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
John H. Autick.....	Nov. 15, 1809.....	do.....	Virginia.....	Maryland.....	Virginia.....	Leave of absence.
William V. Taylor, sailingmaster.....	April 28, 1813.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Mervine P. Mix, sailingmaster.....	July 3, 1813.....	do.....	Connecticut.....	New York.....	Connecticut.....	Delaware 74.
Bladen Delany.....	May 18, 1809.....	do.....	Virginia.....	District of Columbia.....	Virginia.....	Leave of absence.
Silas H. Stringham.....	Nov. 15, 1809.....	do.....	New York.....	New York.....	New York.....	Sloop Peacock.
Wm. A. C. Farragut.....	Jan. 16, 1809.....	do.....	Tennessee.....	Louisiana.....	Mississippi.....	Pensacola, sick.
Stephen Champlin, sailingmaster.....	May 22, 1812.....	do.....	Rhode Island.....	Connecticut.....	Connecticut.....	Leave of absence.
1815.						
Isaac Mayo.....	Nov. 15, 1809.....	Feb. 4, 1815.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
William K. Latimer.....	do.....	do.....	do.....	do.....	do.....	Commanding schooner Grampus.
William Mervine.....	Jan. 16, 1809.....	do.....	Pennsylvania.....	Pennsylvania.....	New York.....	Leave of absence.
Thomas Grubb.....	Nov. 15, 1809.....	do.....	Maryland.....	do.....	Pennsylvania.....	Leave of absence.
Edward B. Bobbit.....	do.....	May 1, 1815.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Guerriere.
Thomas Paine, jr., sailingmaster.....	Oct. 10, 1812.....	Dec. 1, 1815.....	Rhode Island.....	South Carolina.....	Georgia.....	Furlough.
1816.						
James Armstrong.....	Nov. 15, 1809.....	April 27, 1816.....	Kentucky.....	Mississippi.....	Massachusetts.....	Leave of absence.
Joseph Stuart.....	Dec. 1, 1809.....	do.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, Gosport.
Robert E. Randolph.....	Aug. 15, 1810.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel L. Breese.....	Dec. 17, 1810.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
John Evans.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Benjamin Page, jr.....	do.....	do.....	England.....	New York.....	New York.....	Leave of absence.
John T. Ritchie.....	do.....	do.....	Maryland.....	District of Columbia.....	District of Columbia.....	Waiting orders.
John A. Wish.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Fairfield.
John Gwinn.....	May 18, 1809.....	do.....	Maryland.....	Maryland.....	Maryland.....	Philadelphia yard.

Naval register for 1830—LEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
John A. Cook	Jan. 1, 1812.....	April 1, 1818.....	District of Columbia.	District of Columbia.	District of Columbia.	Ordinary at Washington.
William Inman	do	do	New York.....	New York.....	New Jersey	Rentrevous, Carlisle, Pennsylvania.
Joel Abbot.....	June 18, 1812.....	do	Massachusetts.....	Massachusetts.....	Rhode Island.....	Receiving ship at Boston.
Lewis E. Simonds.....	Jan. 1, 1812.....	do	do	South Carolina.....	Massachusetts	Leave of absence.
John M. Dale	June 18, 1812.....	do	Pennsylvania	Pennsylvania	Pennsylvania	Ship Ontario.
H. H. Cooke	do	do	Virginia	Virginia	Virginia	Leave of absence.
William J. McClurey.....	Jan. 1, 1812.....	do	Pennsylvania	Pennsylvania	Pennsylvania	Ship Warren.
E. D. Whitlock	do	do	New Jersey	New Jersey	New Jersey	Receiving ship at Boston.
James Goodrum	June 18, 1812.....	do	Virginia	Virginia	Virginia	Ship Erie.
J. B. Montgomery	June 14, 1812.....	do	New Jersey	New York.....	New Jersey	Rentrevous, Carlisle.
Honore B. Sawyer	Jan. 1, 1812.....	do	Vermont	Vermont	Vermont	Leave of absence.
C. K. Strirling.....	June 18, 1812.....	do	South Carolina.....	South Carolina.....	Virginia	Ship Vincennes.
Joshua R. South.....	do	do	New York.....	New York.....	New York.....	Ship Vincennes.
1820.						
John J. Young	Jan. 1, 1812.....	March 28, 1820.....	New York.....	New York.....	New York.....	Leave of absence.
Charles H. Bell	June 18, 1812.....	do	do	do	do	Leave of absence.
Abraham Digbelow	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Frank Ellory	Jan. 1, 1812.....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Rentrevous, Boston.
Frederick Varnum	June 18, 1812.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Joseph R. Jarvis	do	do	do	Maine	Maine	Leave of absence.
Thomas W. Frodon.....	do	do	New York.....	New York.....	Vermont	Under arrest.
James Williams	Sept. 1, 1811.....	do	West Indies.....	District of Columbia	Virginia	Ship Erie.
Samuel W. Le Compté	June 4, 1812.....	do	Maryland	Maryland	Maryland	Waiting orders.
Charles T. Platt.....	June 18, 1812.....	do	New York.....	New York.....	New York.....	Receiving ship, New York.
1821.						
Wm. M. Armstrong.....	Nov. 30, 1814.....	March 3, 1821.....	Kentucky	Mississippi	Kentucky	Leave of absence.
Wm. F. Shields	Feb. 2, 1814.....	do	Georgia.....	Louisiana	Georgia.....	Leave of absence.
G. J. Pondergrast	Jan. 1, 1812.....	do	Kentucky	Kentucky	Kentucky	Rentrevous, Norfolk.
Wm. C. Nicholson	June 18, 1812.....	do	Maryland	Maryland	Maryland	Leave of absence.
1822.						
James B. Cooper, sailingmaster	July 9, 1812.....	April 22, 1822.....	New Jersey	New Jersey	New Jersey	Navy yard, Philadelphia.
1825.						
Daniel H. Mackey.....	April 10, 1813.....	Jan. 13, 1825.....	Pennsylvania	Pennsylvania	Pennsylvania	Ship Hornet.
E. W. Carpenter	July 10, 1813.....	do	New York.....	New York.....	New York.....	Ship Falmouth.
John L. Sumners	Nov. 15, 1809.....	do	Virginia	Virginia	Virginia	Leave of absence.
Joseph B. Hall	Nov. 9, 1813.....	do	New York.....	Connecticut	Connecticut	Frigate Guerriere.
Jett Stone Paine.....	do	do	Maine	Maine	Maine	Delaware 74.
John E. Prentiss	do	do	Massachusetts	Massachusetts	Massachusetts	Ship St. Louis.
John M. Sullivan.....	March 1, 1813.....	do	New York.....	New York.....	New York.....	Ship Vincennes.

Naval register for 1830—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Joseph Morehead	Nov. 9, 1813....	Jan. 13, 1825....	Maryland	Ohio	Ohio	Sloop St. Louis.
Thomas Pettigru	Jan. 1, 1812....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
John S. Chauncy	Jan. 1, 1812....	do	New York	New York	New York	Delaware 74.
Irvine Shubrick	May 12, 1814....	do	South Carolina	South Carolina	Delaware	Frigate Java.
Charles Ellery	March 8, 1814....	do	Rhode Island	Rhode Island	Rhode Island	Schooner Shark.
Thomas R. Gerry	Dec. 6, 1814....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
John Kelly	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Edmund Byrne	do	do	do	do	do	Delaware 74.
Edward S. Johnson	Nov. 30, 1814....	do	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
William H. Gardner	Dec. 6, 1810....	do	Maryland	Maryland	Virginia	Sloop Vandalia.
David G. Farragut	Dec. 17, 1810....	do	Tennessee	Tennessee	Tennessee	Sloop Vandalia.
Richard S. Pinckney	August 3, 1814....	do	South Carolina	South Carolina	South Carolina	Frigate Brandywine.
Stephen B. Wilson	Jan. 1, 1812....	do	New York	New York	New York	Reverendous, Baltimore.
Edward C. Rutledge	Nov. 30, 1814....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
William S. Harris	do	do	Kentucky	Kentucky	Kentucky	Frigate Java.
Thomas Dorrin	May 2, 1815....	do	Ireland	Maryland	Maryland	Sloop Vincennes.
Robert B. Cunningham	Nov. 30, 1814....	do	Virginia	Virginia	Virginia	Leave of absence.
James Glynn	March 4, 1815....	do	Pennsylvania	do	Connecticut	Mediterranean.
Joseph Myers	Dec. 6, 1814....	do	North Carolina	do	North Carolina	Sloop Peacock.
William C. Wetmore	June 18, 1812....	do	New York	New York	New York	Schooner Dolphin.
Thomas R. Gedney	March 4, 1815....	do	South Carolina	South Carolina	South Carolina	Surveying.
John Buhler	Nov. 9, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Victor M. Randolph	June 11, 1814....	do	Virginia	Virginia	Virginia	Leave of absence.
Joseph Cutts, Jr.	Dec. 6, 1814....	do	Maine	Maine	Maine	Sick.
Jacob Crowninshield	March 11, 1815....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Fredrick Engle	Dec. 6, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
A. J. D. Browne	Dec. 17, 1810....	do	Connecticut	Connecticut	Massachusetts	Reverendous, Boston.
James Smith	March 11, 1815....	do	Massachusetts	Massachusetts	do	Sloop Hornet.
John H. Smith	Jan. 1, 1815....	do	New York	New York	New York	Furlough.
Francis Sanderson	Feb. 3, 1815....	do	Maryland	Maryland	Maryland	Leave of absence.
John Rudd	Nov. 30, 1814....	do	Rhode Island	Virginia	Virginia	Leave of absence.
Russell Baldwin	May 17, 1813....	do	Massachusetts	New York	New York	Leave of absence.
Jonathan W. Sherburne	Nov. 30, 1814....	do	New Hampshire	New Hampshire	New Hampshire	Surveying.
Robert Ritchie	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Mediterranean.
David B. Stewart	do	do	Maryland	Maryland	Maryland	Leave of absence.
William W. M. Keab	Nov. 30, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Benjamin Tallmadge, Jr.	Jan. 24, 1815....	do	Connecticut	Connecticut	Connecticut	Leave of absence.
Franklin Buchanan	Jan. 28, 1815....	do	Maryland	Pennsylvania	Pennsylvania	Frigate Constellation.
Hubbard M. Hobbs	March 4, 1815....	do	Virginia	Virginia	Alabama	Receiving ship, Norfolk.
Samuel Mercet	do	do	Maryland	Maryland	Maryland	Waiting orders.

Naval register for 1830—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Charles Lowndes.....	March 18, 1815.....	Jan. 13, 1825....	Maryland.....	Maryland.....	Virginia.....	Sloop Falconeth.
L. M. Goldsborough.....	June 18, 1812.....	do	District of Columbia.....	District of Columbia.....	Maryland.....	Delaware 74.
George N. Hollins.....	Feb. 1, 1814.....	do	Maryland.....	Maryland.....	do	Sloop Ontario.
D. N. Ingraham.....	June 18, 1813.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
John Marshall, Jr.....	April 13, 1813.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Henry Bruse.....	Nov. 9, 1813.....	do	Maine.....	do	do	Leave of absence.
William D. Newman.....	Feb. 1, 1814.....	do	New York.....	New York.....	New York.....	Leave of absence.
Henry A. Adams.....	March 14, 1814.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
Alexander B. Pinkman.....	June 17, 1814.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
James D. Knight.....	Nov. 30, 1814.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Fairfield.
Joseph Madison.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vaulala.
William S. Walker.....	do	do	New Hampshire.....	New Hampshire.....	Massachusetts.....	Leave of absence.
Alexander Stidell.....	Jan. 1, 1815.....	do	New York.....	New York.....	New York.....	Waiting orders.
James G. Boughan.....	Jan. 11, 1815.....	do	Virginia.....	Maryland.....	Virginia.....	Schooner Trumpua.
George F. Pearson.....	March 11, 1815.....	do	New Hampshire.....	Massachusetts.....	Massachusetts.....	Leave of absence.
1826.						
James T. Gerry.....	Dec. 20, 1815.....	April 23, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Mediterranean.
John S. Nicholas.....	June 6, 1815.....	do	Virginia.....	Virginia.....	Massachusetts.....	Leave of absence.
Samuel F. Dupont.....	Dec. 19, 1815.....	do	New Jersey.....	Delaware.....	Virginia.....	Sloop Ontario.
William L. Hudson.....	Jan. 1, 1816.....	do	New York.....	New York.....	Delaware.....	Leave of absence.
William H. Campbell.....	May 20, 1816.....	do	Maryland.....	Maryland.....	New York.....	Leave of absence.
Joseph M. Nicholson.....	do	do	do	do	Maryland.....	Waiting orders.
James P. Wilson.....	Jan. 1, 1817.....	do	do	do	do	Receiving ship, Baltimore.
George A. Magruder.....	do	do	Virginia.....	Virginia.....	do	Sloop Vincennes.
J. Edward Calhoun.....	May 30, 1816.....	do	South Carolina.....	South Carolina.....	Virginia.....	Leave of absence.
John Pope.....	do	do	Massachusetts.....	Maine.....	South Carolina.....	Leave of absence.
Henry D. Scott.....	do	do	Maryland.....	Maryland.....	Maine.....	Leave of absence.
Levin M. Powell.....	March 1, 1817.....	do	Virginia.....	Virginia.....	Maryland.....	Frigate Java.
Charles Wilkes, jr.....	Jan. 1, 1818.....	do	New York.....	New York.....	Virginia.....	Waiting orders.
Eliza Peck.....	March 4, 1817.....	do	Connecticut.....	Connecticut.....	New York.....	Delaware 74.
John R. Cox, Jr.....	July 4, 1817.....	do	Pennsylvania.....	Connecticut.....	New York.....	Sloop Warren.
William Seton.....	do	do	New York.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
John A. Carr.....	do	do	Maryland.....	Virginia.....	New York.....	Leave of absence.
Thomas J. Manning.....	Jan. 1, 1817.....	do	New Jersey.....	New Jersey.....	Virginia.....	Leave of absence.
William Pearson.....	Jan. 1, 1818.....	do	do	do	New Jersey.....	Frigate Constellation.
William L. Howard.....	Jan. 10, 1815.....	do	do	New York.....	do	Leave of absence.
William P. Perry.....	March 15, 1815.....	do	Pennsylvania.....	District of Columbia.....	do	Sloop Warren.
Richard A. Jones.....	June 18, 1812.....	do	New York.....	New York.....	District of Columbia.....	Leave of absence.
John Swartwout.....	Nov. 9, 1813.....	do	do	do	New York.....	Leave of absence.

Naval register for 1820—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Thomas J. Leish	Sept. 1, 1811.....	April 23, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William G. Woolsey	Jan. 1, 1817.....	do	At sea.....	Maryland.....	Maryland.....	Sloop Peacock.
William H. Kennon.....	do	do	Virginia.....	Virginia.....	do	Leave of absence.
Arthur Lewis.....	do	do	do	do	do	Frigate Guerriere.
1827.						
John W. West.....	Nov. 3, 1813.....	March 3, 1827.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Guerriere.
T. O. Selfridge.....	Jan. 1, 1818.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Natchez.
R. B. Pinkham.....	do	do	do	Ohio.....	Ohio.....	Sloop Lexington.
Henry Eagle, jr.....	do	do	New York.....	New York.....	New York.....	Sloop Natchez.
A. K. Long.....	do	do	Maryland.....	Maryland.....	Maryland.....	Frigate Hudson.
G. J. Van Brunt.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Navy yard, Boston.
Henry Pinkney.....	Nov. 3, 1818.....	do	Maryland.....	Maryland.....	Maryland.....	Sloop Falmouth.
Wm. M. Cleddy.....	Jan. 1, 1818.....	do	Virginia.....	do	Virginia.....	Leave of absence.
John H. Little.....	do	do	Maryland.....	do	Maryland.....	Schooner Dolphin.
George P. Upham.....	April 23, 1818.....	do	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
Samuel E. Cooke.....	Jan. 1, 1818.....	do	do	do	do	Ordinary at Norfolk.
George S. Blake.....	do	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Z. F. Johnston.....	do	do	Maryland.....	Maryland.....	Maryland.....	Sloop Ontario.
William Green.....	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Samuel Barron.....	Jan. 1, 1812.....	do	do	do	do	Sloop Lexington.
George Izard, jr.....	Jan. 1, 1818.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Timothy G. Denham.....	Nov. 30, 1814.....	do	Connecticut.....	Connecticut.....	Connecticut.....	Receiving ship, Philadelphia.
Robert W. Jones.....	Jan. 1, 1818.....	do	New York.....	New York.....	New York.....	Schooner Shark.
Alexander G. Gordon.....	do	do	District of Columbia.....	District of Columbia.....	Virginia.....	Navy yard, Washington.
A. G. Slaughter.....	Nov. 3, 1818.....	do	Virginia.....	Virginia.....	do	Sloop Fairfield.
A. E. Downes.....	Jan. 1, 1818.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Warren.
Oscar Bullis.....	Jan. 1, 1817.....	do	District of Columbia.....	New York.....	New York.....	Waiting orders.
John L. Thomas.....	Jan. 1, 1818.....	do	Maryland.....	Maryland.....	Maryland.....	Sloop Hornet.
S. Humphreys.....	do	do	New York.....	New York.....	Maryland.....	Leave of absence.
John Marshall.....	do	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Charles H. Jackson.....	March 4, 1818.....	do	Georgia.....	Georgia.....	Georgia.....	Sloop Peacock.
Andrew A. Harwood.....	Jan. 1, 1818.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
T. McK. Buchanan.....	Nov. 3, 1818.....	do	Maryland.....	Maryland.....	Maryland.....	Frigate Hudson.
Joseph R. Blake.....	Jan. 1, 1818.....	do	Virginia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
John Hamilton.....	July 4, 1818.....	do	New York.....	New York.....	New York.....	Sloop Hornet.
Theo. Bailey, jr.....	Jan. 1, 1818.....	do	do	do	do	Leave of absence.
John M. Upker.....	do	do	Pennsylvania.....	Louisiana.....	Pennsylvania.....	Navy yard, Philadelphia.
A. M. Mull.....	do	do	Ireland.....	Maryland.....	Maryland.....	Receiving ship, New York.
H. Y. Purviance.....	Nov. 3, 1818.....	do	Maryland.....	do	do	Sloop Falmouth.

Naval register for 1880—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Adams.....	Jan. 1, 1818.....	March 2, 1827....	Delaware.....	Maryland.....	Maryland.....	Receiving ship, Baltimore.
Cadwalader Ringgold.....	March 4, 1819.....	May 17, 1828.....	Maryland.....	do.....	do.....	Shipyard, Virginia.
John Graham.....	Feb. 27, 1819.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Waiting orders.
William F. Lynch.....	Jan. 26, 1819.....	do.....	Virginia.....	Virginia.....	Virginia.....	Ship Erie.
W. W. Morris.....	Aug. 21, 1819.....	do.....	New York.....	New York.....	New York.....	Surveying.
I. S. Strett.....	March 21, 1819.....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
F. B. Ellison.....	May 28, 1819.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
E. B. Boutwell.....	March 3, 1819.....	do.....	Virginia.....	Virginia.....	Virginia.....	Ship St. Louis.
James T. Honans.....	Dec. 3, 1819.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Washington.
John E. Bingham.....	Dec. 13, 1819.....	do.....	Pennsylvania.....	New Jersey.....	New Jersey.....	Ship Lexington.
Silvey Smith Lee.....	Dec. 30, 1820.....	do.....	Virginia.....	Virginia.....	Virginia.....	Ship Natchez.
William C. Whittle.....	May 16, 1820.....	do.....	do.....	do.....	do.....	Ship Ontario.
John H. Marshall.....	do.....	do.....	Virginia.....	Louisiana.....	Louisiana.....	Frigate Brandywine.
R. H. Morris.....	May 16, 1820.....	do.....	Vermont.....	Vermont.....	Vermont.....	Waiting orders.
Thompson D. Shaw.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
R. D. Thelburn.....	March 20, 1820.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Castellation.
Samuel Lockwood.....	July 12, 1820.....	do.....	Connecticut.....	New York.....	New York.....	Leave of absence.
Lloyd B. Newell.....	May 16, 1820.....	do.....	Georgia.....	Georgia.....	Georgia.....	Schooner Grampus.
John Cassin.....	do.....	do.....	Pennsylvania.....	District of Columbia.....	District of Columbia.....	Frigate Guerriere.
P. H. Hayne.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Charleston station.
Hillary H. Rhodes.....	do.....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
William S. Ogden.....	July 28, 1820.....	do.....	New York.....	New York.....	New York.....	Mediterranean.
E. O. Blanchard.....	May 10, 1820.....	do.....	Virginia.....	Mississippi.....	Louisiana.....	Leave of absence.
H. J. Anchmuty.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Rendezvous, New York.
John G. Rodgers.....	July 4, 1817.....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
F. A. Neville.....	May 19, 1820.....	do.....	Virginia.....	Ohio.....	Ohio.....	Leave of absence.
Cary H. Hunsford.....	do.....	do.....	do.....	Virginia.....	Virginia.....	Ship Erie.
John W. Moores.....	do.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
Edmund M. Russell.....	June 18, 1812.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
R. R. McMullin.....	May 19, 1820.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
Hampton Westcott.....	do.....	do.....	District of Columbia.....	New Jersey.....	New Jersey.....	Waiting orders.
Charles C. Turner.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
J. Stillings.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Receiving ship, Norfolk.
John Manning.....	do.....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Receiving ship, Norfolk.
Elias C. Taylor.....	Jan. 1, 1819.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.

Lieutenants—258.

SURGEONS.

Lewis Heermann.....	Feb. 8, 1802.....	Nov. 27, 1804.....	Germany.....	Virginia.....	Louisiana.....	Navy yard, Washington.
Jonathan Cawdry.....	Jan. 1, 1800.....	do.....	Massachusetts.....	New York.....	Virginia.....	Frigate Brandywine.

Naval register for 1850—SURGEONS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William P. C. Barton	June 28, 1809....	June 28, 1809....	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
Thomas Harris, surgeon	July 6, 1812....	July 6, 1812....	do	do	do	Hospital, Philadelphia.
William Turk	May 15, 1800....	July 24, 1813....	New York....	New York....	New York....	Hospital, Boston.
Hyde Ray	July 20, 1809....	do	Maryland....	Maryland....	Maryland....	Leave of absence.
Gerard Daynes	March 15, 1809....	do	Flinders	District of Columbia.	Virginia	Navy yard, Charlestown.
John A. Kearny	March 2, 1809....	do	Ireland	do	District of Columbia.	Delaware 74.
Bailey Washington	May 9, 1810....	do	Virginia	Virginia	Virginia	Marine barracks, Washington.
William Swift	May 14, 1813....	April 15, 1814....	Massachusetts	Massachusetts	Massachusetts	Frigate Constellation.
Thomas B. Sailer	May 19, 1813....	May 22, 1815....	New Jersey	New Jersey	New Jersey	Hospital, New York.
Peter Christie	July 8, 1812....	April 27, 1816....	do	do	Pennsylvania	Leave of absence.
Samuel Jackson	July 10, 1812....	March 27, 1818....	New York....	New York....	New York....	Navy yard, New York.
Andrew B. Cooke	Dec. 21, 1812....	do	do	do	do	Frigate Hudson.
Leonard Osborne	April 29, 1813....	do	England	District of Columbia.	Maryland	Frigate Guerriere.
Thomas Williamson	May 13, 1813....	do	Maryland	do	Maryland	Hospital, Norfolk.
George S. Spurgeon	Nov. 8, 1813....	do	do	do	do	Sloop Erie.
Benajah Ticknor	Dec. 10, 1814....	July 10, 1824....	Vermont	Connecticut	Connecticut	Baltimore station.
Mordecai Morgan	Dec. 28, 1818....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Thomas J. Boyd	March 28, 1820....	do	Delaware	Delaware	Delaware	Leave of absence.
William Birchmore	Jan. 10, 1815....	do	England	Massachusetts	Maine	Sloop Hornet.
James Cornick	Sept. 11, 1819....	May 2, 1825....	Virginia	Virginia	Virginia	Rendezvous, Norfolk.
Charles Chase	Dec. 10, 1814....	May 3, 1825....	Maine	Maine	Maine	Navy yard, Portsmouth.
D. S. Edwards	July 30, 1818....	May 5, 1825....	Connecticut	Connecticut	Connecticut	Leave of absence.
Isaac Hulse	May 12, 1823....	May 6, 1825....	New York....	New York....	Maryland	Pensacola station.
John S. Wiley	Dec. 20, 1815....	May 9, 1825....	Maryland	Maryland	Maryland	Leave of absence.
George Terrill	March 28, 1820....	May 22, 1826....	Virginia	Virginia	Virginia	Delaware 74.
John Haslett	June 30, 1823....	May 24, 1826....	South Carolina	South Carolina	South Carolina	Rendezvous, New York.
Henry W. Dasset	Dec. 24, 1822....	May 25, 1826....	Maryland	Maryland	Maryland	Sloop Vandallia.
James Page	March 5, 1811....	April 23, 1827....	do	do	do	Hospital, Pensacola.
Waters Smith	June 5, 1820....	Jan. 3, 1828....	New York....	Florida	Florida	Sloop St. Louis.
Benjamin F. Baché	July 9, 1824....	do	Virginia	Pennsylvania	New Jersey	Sloop Palmonth.
A. A. Ades	July 15, 1824....	do	New York....	New York....	New York....	Sloop Lexington.
Thomas Dillard	Nov. 15, 1824....	do	Virginia	Virginia	Virginia	Frigate Java.
Stephen Napajee	June 30, 1823....	Dec. 4, 1828....	Rhode Island	New York....	New York....	Sloop Warren.
Robert P. Macomber	July 13, 1824....	do	Rhode Island	Rhode Island	do	Sloop Ontario.
A. P. Beers	Nov. 16, 1824....	do	New York....	Connecticut	Connecticut	Sloop Peacock.
John R. Chandler	Nov. 14, 1824....	do	District of Columbia.	District of Columbia.	District of Columbia.	Hospital, New York.
B. R. Tindal	Feb. 1, 1823....	do	New York....	New York....	New York....	Sloop Natchez.

Surgeons—39.

Naval register for 1830—Continued.
ASSISTANT SURGEONS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Cornelius Moore	May 26, 1824....	May 26, 1824....	New York.....	New York.....	New York.....	Leave of absence.
John H. Inday	Nov. 16, 1824....	Nov. 16, 1824....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Richard Kannon	Nov. 17, 1824....	Nov. 17, 1824....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James M. Greene	April 20, 1825....	April 20, 1825....	Ireland.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Gideon White, jr.	May 2, 1825....	May 2, 1825....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William Plumstead	May 13, 1825....	May 13, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, New York.
George W. Cadwise	May 14, 1825....	May 14, 1825....	West Indies.....	New York.....	Pennsylvania.....	Delaware 74.
John F. Brooke	May 16, 1825....	May 16, 1825....	Virginia.....	Pennsylvania.....	New York.....	Sloop Fairmount.
Henry S. Collier	May 26, 1826....	May 26, 1826....	Maryland.....	Maryland.....	Virginia.....	Navy yard, Beeton.
G. B. E. Hurner	do	do	Virginia.....	Virginia.....	Maryland.....	Frigate Brandywine.
Robert J. Dault	May 29, 1826....	May 29, 1826....	Pennsylvania.....	Pennsylvania.....	Virginia.....	Frigate Brandywine.
W. S. W. Rutenberger	Aug. 10, 1826....	Aug. 10, 1826....	New Jersey.....	Pennsylvania.....	Pennsylvania.....	Schooner Shark.
Samuel B. Malone	Aug. 11, 1826....	Aug. 11, 1826....	Virginia.....	Alabama.....	New Jersey.....	Leave of absence.
Samuel W. Raff	Aug. 12, 1826....	Aug. 12, 1826....	do	Virginia.....	Alabama.....	Sloop Vincennes.
William C. McCall	Aug. 14, 1826....	Aug. 14, 1826....	Pennsylvania.....	Pennsylvania.....	Virginia.....	Sloop Fairfield.
Millin Conter	Aug. 15, 1826....	Aug. 15, 1826....	Maryland.....	Maryland.....	Pennsylvania.....	Leave of absence.
William Johnson	Aug. 16, 1826....	Aug. 16, 1826....	Delaware.....	Delaware.....	Maryland.....	Norfolk station.
Samuel Mosely	Aug. 17, 1826....	Aug. 17, 1826....	Virginia.....	Virginia.....	Delaware.....	Frigate Hudson.
Wm. Fairlie Patton	do	do	Virginia.....	do	Delaware 74.	Delaware 74.
George W. Palmer	Aug. 18, 1826....	Aug. 18, 1826....	New York.....	New York.....	Virginia.....	Leave of absence.
Samuel Barrington	Jan. 3, 1828....	Jan. 3, 1828....	Pennsylvania.....	Pennsylvania.....	New York.....	Frigate Java.
William Milnor	do	do	do	do	Pennsylvania.....	Hospital, Pensacola.
Thomas L. Smith	do	do	New Jersey.....	Pennsylvania.....	do	Schooner Dolphin.
William Whelan	do	do	Pennsylvania.....	Pennsylvania.....	New York.....	Frigate Hudson.
Andrew E. Kennedy	do	do	do	do	Pennsylvania.....	Schooner Grampus.
Jacob Jansson	do	do	New York.....	New York.....	do	New York yard.
Lewis B. Hunter	do	do	North Carolina.....	North Carolina.....	New York.....	Frigate Java.
George Blacknell	do	do	North Carolina.....	North Carolina.....	do	Frigate Hudson.
E. N. Frechalt	March 11, 1829....	do	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Fairfield.
Frederick Wessels	do	do	do	do	North Carolina.....	Mediterranean.
Il. N. Glentworth	do	do	do	do	do	Sloop Vincennes.
Assistant surgeons—31.						
Richard K. H. Sims	Dec. 2, 1828....	Dec. 2, 1828....	do	do	do	Frigate Guerriere.
Wm. A. W. Spotswood	do	do	do	do	do	Sloop St. Louis.
John C. Spencer	Dec. 16, 1828....	Dec. 16, 1828....	do	do	do	Sloop Natchez.
Wm. W. Wood	May 16, 1829....	May 16, 1829....	do	do	do	Navy yard, Pensacola.

ACTING ASSISTANT SURGEONS.

Richard K. H. Sims	Dec. 2, 1828....	Dec. 2, 1828....	do	do	do	Frigate Guerriere.
Wm. A. W. Spotswood	do	do	do	do	do	Sloop St. Louis.
John C. Spencer	Dec. 16, 1828....	Dec. 16, 1828....	do	do	do	Sloop Natchez.
Wm. W. Wood	May 16, 1829....	May 16, 1829....	do	do	do	Navy yard, Pensacola.

Naval register for 1830—Acting Assistant Surgeons—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
J. F. Whitehill	May 16, 1829....	May 16, 1829....				Sloop Hornet.
Geo. B. McKnight.....	do	do				Hospital at Washington.
Wm. G. Meeks	do	do				Hospital at Norfolk.
John B. Elliot	do	do				Hospital at Boston.
Wm. Tyler.....	May 23, 1829....	May 20, 1829....				Receiving ships, New York.
Amos G. Gambrell	June 20, 1829....	May 23, 1828....				Frigate Constellation.
Jones W. Plummer	do	do				Sloop Ontario.
John V. Smith	June 27, 1829....	June 27, 1829....				Coast of Africa.
George Clymer	July 1, 1829....	July 1, 1829....				Frigate Constellation.
J. Brinkhoff.....	do	do				Mediterranean.
Daniel Egbert.....	Aug. 22, 1829....	Aug. 22, 1829....				Sloop Peacock.
Solomon Sharpe	Sep. 15, 1829....	Sep. 15, 1829....				Sloop Erie.
Acting assistant surgeons—16.						
PURSERS.						
Isaac Garretson.....	March 9, 1798....	April 25, 1812....	Pennsylvania	Maryland	Virginia	Baltimore station.
Clement S. Hunt.....	June 7, 1803....	do	Maryland	do	Rhode Island	Navy yard, Philadelphia.
Gwin Harris.....	April 9, 1804....	do	do	District of Columbia.	Maryland	Leave of absence.
John H. Carr	June 28, 1804....	do	England	Virginia	New Jersey	Receiving ship, Philadelphia.
Samuel Hamilton.....	Dec. 6, 1806....	do	Maryland	District of Columbia.	Maryland	Leave of absence.
Thomas J. Chew.....	March 9, 1809....	do	Connecticut	Connecticut	New York	New York station.
Fras. A. Thornton	Jan. 20, 1811....	do	Virginia	Virginia	Virginia	Leave of absence.
James M. Halsey.....	March 2, 1811....	do	New York	New York	New York	Leave of absence.
Edward Fitzgerald.....	March 22, 1811....	do	Pennsylvania	Pennsylvania	District of Columbia.	Leave of absence.
Alexander P. Darrough.....	May 6, 1811....	do	Delaware	Delaware	Virginia	Navy yard, Gosport.
William S. Rogers	Feb. 26, 1813....	do	Rhode Island.....	Rhode Island	Rhode Island	Leave of absence.
Samuel P. Todd	July 20, 1812....	March 1, 1813....	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Hudson.
George Beale	Jan. 8, 1812....	July 24, 1813....	Virginia	Virginia	Virginia	Frigate Java.
James H. Clark	July 24, 1813....	do	Connecticut	Connecticut	New York	Rendezvous, Carlisle.
Joseph Wilson.....	do	do	Massachusetts.....	Massachusetts.....	New York	Navy yard, New York.
William Sinclair.....	March 26, 1814....	do	do	Georgia.....	New Hampshire	Frigate Guerriere.
John N. Todd	March 1, 1815....	March 1, 1815....	Pennsylvania	Pennsylvania	Georgia.....	Frigate Brandywine.
Timothy Winn.....	May 29, 1799....	May 17, 1815....	Massachusetts.....	Massachusetts.....	Pennsylvania	Sloop Lexington.
William M. Sande	May 20, 1815....	May 20, 1815....	New York	New York	District of Columbia.	Navy yard, Washington.
Joseph H. Terry	June 6, 1815....	June 6, 1815....	do	do	New York	Leave of absence.
Thomas Breese	July 8, 1815....	July 8, 1815....	Rhode Island	Rhode Island	do	Navy yard, Portsmouth.
John De Bree	Dec. 20, 1817....	Dec. 20, 1817....	New Jersey	Pennsylvania	Rhode Island	Sloop Falmouth.
Charles O. Haily.....	do	do	Rhode Island	Rhode Island	Virginia	Receiving ship, Norfolk.
Silas Butler.....	April 6, 1799....	do	Connecticut	Connecticut	Rhode Island	Frigate Constellation.
					New York	Delaware 74.

Naval register for 1830—PUSERS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Edward N. Cox.....	April 6, 1799.....	March 2, 1820.....	Maryland.....	New York.....	New York.....	Leave of absence.
Nathaniel H. Perry.....	March 28, 1820.....	March 28, 1820.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Fairfield.
John N. Hambleton.....	Oct. 26, 1819.....	May 26, 1824.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
Joseph Watson.....	Sept. 11, 1821.....	do.....	Massachusetts.....	New York.....	New York.....	Leave of absence.
William M. Murtrie.....	Nov. 14, 1823.....	do.....	Pennsylvania.....	New Jersey.....	New Jersey.....	Navy yard, Boston.
Garret R. Barry.....	Jan. 15, 1824.....	March 3, 1825.....	do.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
William P. Zantabarger.....	July 24, 1813.....	do.....	do.....	do.....	do.....	Under arrest.
Daniel M. F. Thornton.....	Dec. 30, 1824.....	do.....	Virginia.....	Kentucky.....	Virginia.....	Sloop Eric.
Joshiah Colston.....	May 29, 1825.....	May 28, 1825.....	Maryland.....	District of Columbia.....	District of Columbia.....	Navy yard, Pensacola.
Robert Potenger.....	Jan. 9, 1809.....	July 16, 1825.....	do.....	Maryland.....	Maryland.....	Sloop Hornet.
Budley Walker.....	March 4, 1819.....	Aug. 21, 1826.....	do.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
M'Kean Buchanan.....	Aug. 21, 1826.....	do.....	do.....	District of Columbia.....	Pennsylvania.....	Sloop Vincennes.
Henry Etting.....	Jan. 1, 1818.....	Nov. 7, 1826.....	do.....	Pennsylvania.....	do.....	Leave of absence. Sick.
James Brooks.....	Dec. 28, 1818.....	Jan. 7, 1828.....	Virginia.....	New York.....	Virginia.....	Sloop Warren.
Grenville C. Cooper.....	March 11, 1829.....	March 11, 1829.....	Massachusetts.....	Massachusetts.....	District of Columbia.....	Schooner Grampus.
Francis B. Stockton.....	do.....	do.....	New Jersey.....	New York.....	New York.....	Schooner Shark.
Francis G. M. Cauley.....	May 27, 1829.....	May 27, 1829.....	Pennsylvania.....	Pennsylvania.....	Tennessee.....	Sloop Onondago.
William A. Stocum.....	June 8, 1829.....	June 8, 1829.....	Virginia.....	Florida.....	Florida.....	Sloop Peacock.
Nathaniel Wilson.....	Oct. 6, 1829.....	Oct. 6, 1829.....	Maine.....	Louisiana.....	Louisiana.....	Schooner Dolphin.

PUSERS—43.

CHAPLAINS.

James Everett.....	Dec. 28, 1818.....	Dec. 28, 1818.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Constellation.
Adolph Searle.....	April 27, 1820.....	April 27, 1820.....	New Hampshire.....	New Hampshire.....	New York.....	Navy yard, New York.
John W. Orier.....	Oct. 18, 1824.....	March 3, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Morrey H. Hayes.....	May 3, 1827.....	May 3, 1827.....	Connecticut.....	Connecticut.....	Connecticut.....	Frigate Java.
John P. Fomer.....	Feb. 25, 1828.....	Feb. 25, 1828.....	England.....	District of Columbia.....	New York.....	Navy yard, Boston.
G. W. Ridgely.....	April 24, 1828.....	April 24, 1828.....	Kentucky.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Charles S. Stewart.....	Nov. 1, 1828.....	Nov. 1, 1828.....	New Jersey.....	New York.....	New York.....	Sloop Vincennes.
William Ryland.....	May 23, 1829.....	May 23, 1829.....	Ireland.....	Maryland.....	District of Columbia.....	Navy yard, Washington.
Timothy J. Harrison.....	Oct. 2, 1829.....	Oct. 2, 1829.....	Connecticut.....	Virginia.....	Virginia.....	Navy yard, Norfolk.

Chaplains—9.

PASSED MIDSHIPMEN.*

WARRANTS DATED IN 1821.

John Calloun.....	Jan. 25, 1821.....	May 24, 1828.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Hudson.
Fitz Allen Deas.....	July 4, 1821.....	do.....	New York.....	South Carolina.....	North Carolina.....	Frigate Constellation.
Robert G. Robb.....	Sept. 6, 1821.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Guerriere.
Samuel W. Stockton.....	Dec. 1, 1821.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.

* Alphabetically arranged for the present. Their relative position cannot be ascertained until all of their respective dates are examined.

Naval register for 1830—PASSED MIDSHIPMEN—Continued.

WARRANTS DATED IN 1822.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John L. Ball.....	Dec. 4, 1822....	May 24, 1828....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
Charles W. Channey.....	May 1, 1822....	do.....	New York.....	New Hampshire.....	New York.....	Navy yard, New York.
Thomas F. Craven.....	do.....	do.....	District of Columbia.....	New Hampshire.....	do.....	Leave of absence.
Andrew H. Foot.....	Dec. 4, 1822....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop St. Louis.
Alexander Gibb.....	July 4, 1822....	do.....	Virginia.....	Virginia.....	Virginia.....	Schooner Dolphin.
William W. Hunter.....	May 1, 1822....	do.....	Pennsylvania.....	Louisiana.....	Louisiana.....	Frigate Guerriere.
do.....	do.....	do.....	New York.....	New York.....	New York.....	Sloop Vandalia.
N. C. Lawrence.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Fairfield.
Lawrence Pennington.....	Nov. 22, 1822....	do.....	Vermont.....	Vermont.....	Vermont.....	Sloop Peacock.
Anson Paine.....	May 1, 1822....	do.....	New York.....	New York.....	New York.....	Sloop Hornet.
Edward Schermerhorn.....	do.....	do.....	Delaware.....	Delaware.....	Delaware.....	Waiting orders.
Edward G. Tilton.....	do.....	do.....	Delaware.....	Delaware.....	Delaware.....	Waiting orders.

WARRANTS DATED IN 1823.

Charles M. Armstrong.....	March 4, 1823....	March 23, 1829....	New York.....	New Jersey.....	New Jersey.....	Waiting orders.
Junius J. Boyle.....	Aug. 27, 1823....	do.....	Maryland.....	District of Columbia.....	District of Columbia.....	Mediterranean.
Robert L. Browning.....	March 4, 1823....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Philander P. Canely.....	do.....	do.....	Massachusetts.....	Vermont.....	Vermont.....	Surveying.
Jerome Callan.....	do.....	do.....	Pennsylvania.....	Indiana.....	Pennsylvania.....	Sloop Erie.
Charles H. Davis.....	Aug. 12, 1823....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Ontario.
John A. Davis.....	March 4, 1823....	do.....	North Carolina.....	Tennessee.....	Louisiana.....	Leave of absence.
Charles H. Duryee.....	Aug. 19, 1823....	do.....	do.....	New York.....	New York.....	Leave of absence.
do.....	do.....	do.....	do.....	New Jersey.....	New Jersey.....	Leave of absence.
Ebenezer Farrand.....	Oct. 28, 1823....	do.....	Pennsylvania.....	South Carolina.....	South Carolina.....	Waiting orders.
Henry Hoff.....	Feb. 1, 1823....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
Niel M. Howison.....	March 4, 1823....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
Jonathan Ingersoll.....	do.....	do.....	North Carolina.....	North Carolina.....	North Carolina.....	Navy yard, Norfolk.
Wm. B. Lyne.....	do.....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
Murray Mason.....	Nov. 14, 1823....	do.....	Maryland.....	New York.....	Maryland.....	Baltimore station.
Samuel E. Mann.....	Aug. 27, 1823....	do.....	Virginia.....	Virginia.....	Arkansas.....	Leave of absence.
Wm. H. Lyne.....	Dec. 13, 1823....	do.....	Louisiana.....	Massachusetts.....	District of Columbia.....	Navy yard, Washington.
Wm. D. Porter.....	Jan. 1, 1823....	do.....	Missouri.....	Missouri.....	Missouri.....	Sloop Natchez.
H. E. V. Robinson.....	March 4, 1823....	do.....	New York.....	New York.....	New York.....	Leave of absence.
James H. Rowan.....	Aug. 19, 1823....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
Philip S. Stockton.....	Feb. 1, 1823....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Surveying.
Wm. Smith.....	March 4, 1823....	do.....	Maine.....	Maine.....	Maine.....	Leave of absence.
Henry K. Thatcher.....	do.....	do.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Peter Turner.....	do.....	do.....	New York.....	New York.....	New York.....	Leave of absence.
John W. Turk.....	do.....	do.....	Connecticut.....	Connecticut.....	Connecticut.....	Waiting orders.
James H. Ward.....	do.....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Mediterranean.
James M. Watson.....	Feb. 1, 1823....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Mediterranean.

Passed midshipmen—41.

MIDSHIPMEN.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
A.						
Robert W. Alden.....	May 1, 1822....	May 1, 1822....	New Hampshire....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Garden C. Ashlon.....	Dec. 9, 1823....	Dec. 9, 1823....	Virginia.....	Virginia.....	Virginia.....	Under examination.
*James Allen, Jr.....	April 1, 1828....	April 1, 1828....	Maine.....	Maine.....	Maine.....	Boat station.
John J. Almy.....	Feb. 2, 1829....	Feb. 2, 1829....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Waiting orders.
William Allen.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
John P. B. Adams.....	do.....	do.....	Delaware.....	Delaware.....	Delaware.....	Waiting orders.
James Anderson.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
B.						
Joseph B. Brown.....	July 10, 1819....	July 10, 1819....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Under examination.
Henry H. Bell.....	Aug. 4, 1823....	Aug. 4, 1823....	North Carolina....	North Carolina....	North Carolina....	Under examination.
Edward Boyd.....	Aug. 19, 1823....	Aug. 19, 1823....	New York.....	New York.....	New York.....	Under examination.
John R. Bryan.....	Oct. 4, 1823....	Oct. 4, 1823....	Georgia.....	Georgia.....	Georgia.....	Under examination.
Owen Burns.....	Dec. 1, 1824....	Dec. 1, 1824....	North Carolina....	North Carolina....	North Carolina....	Under examination.
George M. Bache.....	Jan. 1, 1825....	Jan. 1, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Francis Bartlett.....	March 1, 1825....	March 1, 1825....	Massachusetts....	Vermont.....	Massachusetts....	Sloop Ontario.
*Simon B. Bissell.....	do.....	do.....	New Hampshire....	New Hampshire....	New Hampshire....	Pensacola yard.
John M. Berrion.....	do.....	do.....	Georgia.....	Georgia.....	New Jersey.....	Sloop Vincennes.
Thomas W. Brent.....	do.....	do.....	District of Columbia	District of Columbia	District of Columbia	Leave of absence.
Francis G. Beatty.....	Dec. 7, 1825....	Dec. 7, 1825....	do.....	do.....	do.....	Frigate Constellation.
Lorenzo T. Bennett.....	Dec. 1, 1826....	Dec. 1, 1826....	New York.....	Connecticut.....	Connecticut.....	Delaware 74.
William H. Browne.....	April 1, 1826....	April 1, 1826....	Virginia.....	Virginia.....	Virginia.....	Sloop Lexington.
Henry Boorman.....	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey.....	New York.....	New York.....	Leave of absence.
*Agenor Besque.....	do.....	do.....	Louisiana.....	Louisiana.....	Louisiana.....	Leave of absence.
Charles S. Boggs.....	do.....	do.....	do.....	do.....	do.....	West India squadron.
*Philip M. Box.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Warren.
Edmund Bucke.....	March 1, 1827....	March 1, 1827....	Georgia.....	District of Columbia.	District of Columbia.	Sloop Vandalla.
William W. Elzecker.....	May 1, 1827....	May 1, 1827....	District of Columbia.	New York.....	New York.....	Frigate Java.
Carter Beverley.....	August 1, 1827....	Aug. 1, 1827....	Virginia.....	Mississippi.....	Mississippi.....	Frigate Java.
*James E. Brown.....	Dec. 1, 1827....	Dec. 1, 1827....	do.....	Virginia.....	Virginia.....	Sloop Fairfield.
William H. Brown.....	Jan. 1, 1828....	Jan. 1, 1828....	Maryland.....	Maryland.....	District of Columbia	Frigate Constellation.
Lloyd J. Bryan.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Schooner Grampus.
*William H. Burgess.....	April 1, 1828....	April 1, 1828....	North Carolina....	North Carolina....	North Carolina....	Sloop Falmouth.
William H. Ball.....	do.....	do.....	District of Columbia	Ohio.....	District of Columbia	Frigate Guerriere.
*William C. Banister.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
John Borden.....	do.....	do.....	Pennsylvania.....	Ohio.....	Ohio.....	Sloop Ontario.
*John Buchanan.....	July 1, 1828....	July 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Frigate Guerriere.

† Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

Naval register for 1830—MOSBYMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Gustavus R. A. Brooke.....	Nov. 1, 1823....	Nov. 1, 1823....	Virginia.....	Virginia.....	District of Columbia	Sloop Hornet.
•Nelson R. Baker.....	do	do	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
James K. Bowie.....	do	do	do	do	do	Frigate Constellation.
•Thomas A. Budd.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	New York school.
•John Bannister.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Ontario.
•Alonso P. Buck.....	do	do	Vermont.....	Vermont.....	New Jersey.....	Waiting orders.
•Edward C. Bowers.....	do	do	Connecticut.....	Connecticut.....	New York.....	Sloop St. Louis.
•Nathaniel Greene Day.....	do	do	New York.....	New York.....	New Jersey.....	Sloop Peacock.
•August S. Baldwin.....	do	do	New Jersey.....	New Jersey.....	District of Columbia.	Waiting orders.
•Olwey H. Berryman.....	do	do	Virginia.....	District of Columbia.	Connecticut.....	Sloop Natchez.
•John Shaw Booth.....	May 27, 1829....	May 27, 1829....	New York.....	New York.....	New York school.	New York school.
•Richard Bachus, Jr.....	June 3, 1828....	June 3, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
•Francis E. Barry.....	June 22, 1829....	June 22, 1829....	Teneriffe.....	do	do	Mediterranean.
C.						
Horatio N. Cady.....	March 4, 1823....	March 4, 1823....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Erie.
Walter C. Cutts.....	do	do	Maine.....	Maine.....	District of Columbia	Under examination.
Frederick Chastell.....	Nov. 16, 1824....	Nov. 16, 1824....	Maryland.....	Maryland.....	Maryland.....	Sloop Falmonth.
Charles Gillon.....	Dec. 1, 1824....	Dec. 1, 1824....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
John B. Cuttings, Jr.....	Jan. 1, 1825....	Jan. 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
John C. Carter.....	do	do	do	Kentucky.....	Kentucky.....	Delaware 74.
Richard S. Cox.....	March 1, 1825....	March 1, 1825....	New York.....	New Jersey.....	New Jersey.....	Leave of absence.
John W. Cox, Jr.....	do	do	Louisiana.....	Ohio.....	Ohio.....	Sloop Lexington.
Daniel Cameron.....	Jan. 1, 1826....	Jan. 1, 1826....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
Daniel Carter.....	Aug. 1, 1826....	Aug. 1, 1826....	Ohio.....	Ohio.....	Ohio.....	Frigate Java.
William Chasler.....	do	do	District of Columbia	District of Columbia	District of Columbia	Naval school, New York.
Robert A. Cassin.....	Nov. 1, 1826....	Nov. 1, 1826....	Pennsylvania.....	Louisiana.....	do	Sloop Lexington.
William C. Chaplin.....	do	do	do	Pennsylvania.....	Pennsylvania.....	Schooner Shark.
M. G. L. Clithorne.....	Feb. 1, 1827....	Feb. 1, 1827....	Tennessee.....	Tennessee.....	Tennessee.....	Frigate Hudson.
Overton Carr.....	March 1, 1827....	March 1, 1827....	District of Columbia.	Indiana.....	District of Columbia.	Delaware 74.
Charles H. Cotton.....	Jan. 1, 1828....	Jan. 1, 1828....	Vermont.....	Vermont.....	Vermont.....	Schooner Grampus.
•Franklin Clinton.....	April 1, 1828....	April 1, 1828....	New York.....	New York.....	New York.....	Mediterranean.
•Augustus L. Case.....	do	do	do	do	do	Frigate Hudson.
•James W. Cooke.....	do	do	North Carolina.....	North Carolina.....	South Carolina.....	Frigate Guerriere.
John A. Coyle.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Fairfield.
Charles A. Cannell.....	June 1, 1828....	June 1, 1828....	Maryland.....	Virginia.....	District of Columbia	Sloop Hornet.
•Robert H. Calhoun.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
•George T. Crump.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
•George B. Carrol.....	do	do	Maryland.....	Maryland.....	Maryland.....	Sloop Peacock.
•Tunis A. M. Craven.....	do	do	New Hampshire.....	New York.....	New York.....	Waiting orders.

Naval register for 1830.—MISSISSIPPI.—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
D.						
•A. H. Coleman.....	March 14, 1829.....	March 14, 1829.....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Peacock.
•Osman Claiborne.....	May 19, 1829.....	May 19, 1829.....	Mississippi.....	Mississippi.....	Mississippi.....	Frigate Constellation.
•Richard C. Cogdell.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	West India squadron.
Nathaniel W. Duke.....	May 1, 1822.....	May 1, 1822.....	Kentucky.....	Kentucky.....	Kentucky.....	Under examination.
Era T. Doughty.....	May 3, 1824.....	May 3, 1824.....	New York.....	New York.....	New York.....	Under examination.
James F. Duncan.....	Nov. 12, 1825.....	Nov. 12, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
John C. Davidson.....	Nov. 22, 1825.....	Nov. 22, 1825.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Fairfield.
John A. Dahlgren.....	Feb. 1, 1826.....	Feb. 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
•Henry D'Arendal.....	April 1, 1826.....	April 1, 1826.....	Louisiana.....	Louisiana.....	Louisiana.....	Frigate Guerriere.
Benjamin M. Dove.....	Dec. 1, 1826.....	Dec. 1, 1826.....	Virginia.....	Virginia.....	District of Columbia.....	Frigate Java.
John De Camp.....	Oct. 1, 1827.....	Oct. 1, 1827.....	New Jersey.....	Florida.....	Florida.....	Sloop Vandalla.
Alexander L. Dade.....	Nov. 1, 1827.....	Nov. 1, 1827.....	Virginia.....	Virginia.....	Virginia.....	Delaware 74.
•Perceval Drayton.....	Dec. 1, 1827.....	Dec. 1, 1827.....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Hudson.
•Robert Deason.....	Jan. 1, 1828.....	Jan. 1, 1828.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandalla.
•Francis V. Delberghe.....	April 1, 1828.....	April 1, 1828.....	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
•Daniel F. Dulaney.....	do.....	do.....	Virginia.....	Maine.....	Virginia.....	Sloop St. Louis.
•B. S. B. Darlington.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
•Townshend Dade.....	May 1, 1828.....	May 1, 1828.....	Virginia.....	Virginia.....	Virginia.....	Frigate Guerriere.
•Thomas F. Davis.....	Feb. 2, 1829.....	Feb. 2, 1829.....	Maine.....	Maine.....	Maine.....	Waiting orders.
•John B. Dale.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
•Stephen Dea.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
•Stephen Deatur.....	March 17, 1829.....	March 17, 1829.....	do.....	New Hampshire.....	New Hampshire.....	Frigate Constellation.
•Edwin J. De Haven.....	Oct. 2, 1829.....	Oct. 2, 1829.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
E.						
William B. Everett.....	Feb. 1, 1823.....	Feb. 1, 1823.....	Maryland.....	Maryland.....	Rhode Island.....	Under examination.
Alexander H. Edwards.....	March 4, 1825.....	March 4, 1825.....	Indiana.....	Michigan.....	Michigan.....	Under examination.
Thomas O. L. Elwyn.....	Sept. 19, 1825.....	Sept. 19, 1825.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Ontario.
Stephen D. Elliott.....	March 1, 1827.....	March 1, 1827.....	Mississippi.....	Mississippi.....	Mississippi.....	Frigate Brandywine.
•Joseph Edgford.....	May 1, 1827.....	May 1, 1827.....	New York.....	New York.....	New York.....	Frigate Brandywine.
•George F. Emmons.....	April 1, 1828.....	April 1, 1828.....	Vermont.....	Vermont.....	Vermont.....	Navy yard, New York.
•William G. Elliott.....	do.....	do.....	Missouri.....	Arkansas.....	Arkansas.....	Waiting orders.
F.						
Archibald B. Fairfax.....	August 4, 1825.....	Aug. 4, 1825.....	Virginia.....	Virginia.....	Virginia.....	Under examination.
Robert Fitzhugh.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Maryland.....	New York.....	New York.....	Leave of absence.
Timothy B. Field.....	March 1, 1825.....	March 1, 1825.....	Connecticut.....	Massachusetts.....	Massachusetts.....	Sloop Warren.
William C. Fawcett.....	April 1, 1825.....	April 1, 1825.....	Missouri.....	Missouri.....	Missouri.....	Delaware 74.
James N. Forsyth.....	Nov. 1, 1826.....	Nov. 1, 1826.....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Hornet.

Naval register for 1830—Mensurers—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
I.						
Henry French.....	Jan. 1, 1828.....	Jan. 1, 1828.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
Oedavus T. Fairfax.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Fairfield.
•Henry C. Fingee, Jr.....	April 1, 1828.....	April 1, 1828.....	Connecticut.....	South Carolina.....	South Carolina.....	Frigate Guerriere.
•James M. Finley.....	May 1, 1828.....	May 1, 1828.....	Maryland.....	Maryland.....	Maryland.....	Sloop St. Louis.
•George M. Fowler.....	Nov. 1, 1828.....	Nov. 1, 1828.....	Louisiana.....	Louisiana.....	Louisiana.....	Naval school, New York.
•Richard Forrest.....	do	do	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop St. Louis.
•John W. D. Ford.....	Feb. 2, 1829.....	Feb. 2, 1829.....	Maryland.....	Virginia.....	Virginia.....	Waiting orders.
Q.						
Sylvanus Gordon.....	March 4, 1819.....	March 4, 1819.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
John J. Glasson.....	Feb. 1, 1823.....	Feb. 1, 1823.....	New York.....	New York.....	New York.....	Under examination.
Guert Gansevoort.....	March 4, 1823.....	March 4, 1823.....	do	do	do	Sloop St. Louis.
Israel S. Griffin.....	do	do	Maryland.....	Maryland.....	Maryland.....	Under examination.
William F. Grynes.....	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
James B. Gientworth.....	Aug. 19, 1823.....	Aug. 19, 1823.....	Pennsylvania.....	Pennsylvania.....	New Jersey.....	Suspended.
J. R. Goldborough.....	Nov. 16, 1824.....	Nov. 16, 1824.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Under examination.
John W. Graham.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
John P. Gillis.....	Dec. 12, 1825.....	Dec. 12, 1825.....	Delaware.....	Illinois.....	Illinois.....	Leave of absence.
Spencer C. Giat.....	May 1, 1826.....	May 1, 1826.....	Tennessee.....	Tennessee.....	Tennessee.....	Frigate Guerriere.
Charles Green.....	do	do	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Peacock.
John M. Guehrer.....	June 1, 1826.....	June 1, 1826.....	Pennsylvania.....	Maryland.....	Pennsylvania.....	1 rigate Guerriere.
Oliver S. Gison.....	Nov. 1, 1826.....	Nov. 1, 1826.....	Ohio.....	Indiana.....	Indiana.....	Sloop Erie.
Theodore P. Green.....	do	do	Vermont.....	Vermont.....	Vermont.....	Sloop Warren.
George R. Gray.....	do	do	Delaware.....	Pennsylvania.....	Pennsylvania.....	Surveying.
Alberto Griffith.....	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Edwin L. Greenwood.....	Dec. 1, 1826.....	Dec. 1, 1826.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
Samuel T. Gillet.....	do	do	New York.....	Indiana.....	Indiana.....	Sloop Lexington.
•James M. Gillies.....	March 1, 1827.....	March 1, 1827.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Delaware 74.
•William C. Griffin.....	Oct. 1, 1827.....	Oct. 1, 1827.....	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.
•Joseph F. Green.....	Nov. 1, 1827.....	Nov. 1, 1827.....	Maine.....	Maine.....	Maine.....	Sloop Vandalla.
•George W. Gay.....	April 1, 1828.....	April 1, 1828.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Warren.
•John C. Gribam.....	do	do	District of Columbia.....	Kentucky.....	District of Columbia.....	Frigate Guerriere.
•Peter L. Gansevoort.....	June 1, 1828.....	June 1, 1828.....	New York.....	New York.....	New York.....	Naval school, New York.
•Charles E. L. Griffin.....	Nov. 1, 1828.....	Nov. 1, 1828.....	Virginia.....	do	do	Leave of absence.
•Andrew F. V. Gray.....	Oct. 15, 1829.....	Oct. 15, 1829.....	do	do	do	Waiting orders.
II.						
Thomas J. Harris.....	May 1, 1822.....	May 1, 1822.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Erie.
Samuel F. Hazard.....	Jan. 1, 1823.....	Jan. 1, 1823.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Under examination.
Edward Hoban.....	Feb. 1, 1823.....	Feb. 1, 1823.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
Edward H. Hubbard.....	March 4, 1823.....	March 4, 1823.....	Maine.....	Maine.....	Maine.....	Frigate Constellation.

Naval register for 1830.—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John E. Holt, Jr.	March 4, 1824....	March 4, 1824....	Virginia	Virginia	Virginia	Frigate Brandywine.
William C. Ince	Aug. 25, 1823....	Aug. 25, 1823....	Massachusetts	Massachusetts	Massachusetts	Under examination.
William E. Hunt	Oct. 28, 1823....	Oct. 28, 1823....	New Jersey	New Jersey	New Jersey	Under examination.
Horatio M. Houston	May 12, 1824....	May 12, 1824....	Pennsylvania	Pennsylvania	Pennsylvania	Under examination.
George M. Hoose	Oct. 21, 1824....	Oct. 21, 1824....	Virginia	Virginia	Virginia	Under examination.
Charles G. Hunter	Nov. 16, 1824....	Nov. 16, 1824....	New Jersey	New Jersey	New Jersey	Under examination.
William A. Howard	Jan. 1, 1825....	Jan. 1, 1825....	Maine	Maine	Maine	Leave of absence.
Robert B. Hitchcock	do	do	Connecticut	Connecticut	Connecticut	Delaware 74.
George Hurst	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Vandalia.
•Mark Hale	March 1, 1825....	March 1, 1825....	Vermont	Vermont	Vermont	Frigate Hudson.
•Timothy A. Hunt	do	do	Connecticut	Connecticut	Connecticut	Sloop Vincennes.
William F. Hoose	August 1, 1825....	Aug. 1, 1825....	Virginia	Virginia	Virginia	Sloop Warren.
Robert Handy	Feb. 1, 1826....	Feb. 1, 1826....	Rhode Island	Rhode Island	Rhode Island	Frigate Hudson.
John C. Harter	March 1, 1826....	March 1, 1826....	North Carolina	North Carolina	North Carolina	Norfolk school.
George N. Hawkins	do	do	Kentucky	Kentucky	Kentucky	Sloop Vincennes.
•Francis Huger	June 1, 1826....	June 1, 1826....	South Carolina	South Carolina	South Carolina	Delaware 74.
Edward L. Handy	do	do	Maryland	Maryland	Maryland	Sloop Warren.
Lewis P. Higbee	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey	New Jersey	New Jersey	Frigate Hudson.
Charles Heywood	do	do	Maine	Maine	Maine	Frigate Brandywine.
•Addison C. Hinton	Feb. 1, 1827....	Feb. 1, 1827....	North Carolina	North Carolina	North Carolina	Sloop Vandalia.
•Erasmus Huntington	do	do	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
•Robert Emmett Hoose	March 1, 1827....	March 1, 1827....	Virginia	Virginia	Virginia	Delaware 74.
•Alexander M. Henderson	April 1, 1827....	April 1, 1827....	North Carolina	North Carolina	North Carolina	Frigate Guerriere.
•Zachariah Holland	June 1, 1827....	June 1, 1827....	Maryland	Maryland	Maryland	Delaware 74.
•Henry C. Hart	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky	Kentucky	Kentucky	Delaware 74.
•Barthol W. Hunter	Nov. 1, 1827....	Nov. 1, 1827....	District of Columbia	Virginia	Virginia	Frigate Hudson.
•Charles Henderson	Dec. 1, 1827....	Dec. 1, 1827....	Pennsylvania	Pennsylvania	Pennsylvania	Sloop St. Louis.
•James Herish	April 1, 1828....	April 1, 1828....	South Carolina	South Carolina	South Carolina	Sloop Natchez.
•Albert A. Holcomb	do	do	New Jersey	Kentucky	Kentucky	Navy yard, Philadelphia.
•Edward Hopkins	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Hudson.
•H. J. Harfence	do	do	South Carolina	Georgia	Georgia	Frigate Guerriere.
•Horace A. Harrison	do	do	Georgia	do	Georgia	Frigate Guerriere.
•George Henderson	May 1, 1828....	May 1, 1828....	Virginia	Virginia	Virginia	Naval school, Norfolk.
•James L. Henderson	June 1, 1828....	June 1, 1828....	do	District of Columbia	do	Sloop St. Louis.
•Levin Handy	do	do	Maryland	Maryland	Maryland	Sloop St. Louis.
•Thomas T. Hunter	July 1, 1828....	July 1, 1828....	Virginia	Virginia	Virginia	Schooner Dolphin.
•William Lewis Herndon	Nov. 1, 1828....	Nov. 1, 1828....	do	do	do	Frigate Guerriere.
•William D. Hurst	Feb. 2, 1829....	Feb. 2, 1829....	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
•Parry W. Humphreys	do	do	Kentucky	Kentucky	Kentucky	Waiting orders.

Naval register for 1830—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
P.						
•P. Houston.....	Feb. 2, 1829.....	Feb. 2, 1829.....	New Jersey.....	Georgia.....	Ohio.....	Waiting orders.
•Daniel Hunt.....	do do do.....	do do do.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.	Waiting orders.
•Joshua Humphreys.....	do do do.....	do do do.....	do do do.....	do do do.....	do do do.....	Frigate Brandywine.
I.						
Harry Ingersoll.....	Feb. 23, 1824.....	Feb. 23, 1824.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Under examination.
William F. Irving.....	Jan. 1, 1825.....	Jan. 1, 1825.....	New York.....	New York.....	New York.....	Sloop Vincennes.
Edgar Irving.....	Nov. 1, 1826.....	Nov. 1, 1826.....	do do do.....	do do do.....	do do do.....	Frigate Brandywine.
William H. Inskip.....	April 1, 1828.....	April 1, 1828.....	Ohio.....	Ohio.....	Ohio.....	Schooner Shark.
•Frederick Isley.....	Feb. 2, 1829.....	Feb. 2, 1829.....	Maine.....	Maine.....	Maine.....	Waiting orders.
J.						
Robert Jones.....	March 4, 1823.....	March 4, 1823.....	Louisiana.....	Louisiana.....	Louisiana.....	Under examination.
John T. Jenkins.....	do do do.....	do do do.....	New York.....	New York.....	New York.....	Under examination.
Stephen Johnston.....	June 23, 1823.....	June 23, 1823.....	Indiana.....	Ohio.....	Ohio.....	Sloop Warren.
Joseph W. Jarvis.....	Jan. 1, 1825.....	Jan. 1, 1815.....	Connecticut.....	North Carolina.....	North Carolina.....	Sloop Vandalia.
William J. Jenkins.....	March 1, 1825.....	March 1, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Falmouth.
William P. Jones.....	Jan. 1, 1827.....	Jan. 1, 1827.....	Illinois.....	Missouri.....	Missouri.....	Sloop Ontario.
Robert E. Johnson.....	Oct. 1, 1827.....	Oct. 1, 1827.....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Vandalia.
•Francis E. Joyner.....	April 1, 1828.....	April 1, 1828.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Natchez.
•Thornton A. Jenkins.....	Nov. 1, 1828.....	Nov. 1, 1828.....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
•Peter Johnson.....	Feb. 2, 1829.....	Feb. 2, 1829.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Waiting orders.
•Edmund Jenkins.....	do do do.....	do do do.....	Maryland.....	Maryland.....	Maryland.....	Under examination.
K.						
C. H. A. H. Kennedy.....	Feb. 10, 1819.....	Feb. 10, 1819.....	Virginia.....	Virginia.....	Virginia.....	Under examination.
Augustus H. Killy.....	July 4, 1821.....	July 4, 1821.....	Maryland.....	Maryland.....	Maryland.....	Sloop Vincennes.
Lewis G. Keith.....	July 1, 1825.....	July 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
•Samuel R. Knox.....	April 1, 1828.....	April 1, 1828.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
L.						
James L. Lachner.....	May 10, 1820.....	May 10, 1820.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
Joseph Laman.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Pocock.
Samuel Phillips Lee.....	Nov. 22, 1825.....	Nov. 22, 1825.....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Cranston Laurie.....	Nov. 1, 1826.....	Nov. 1, 1826.....	District of Columbia.....	Tennessee.....	District of Columbia.	Frigate Java.
William Lambert.....	Dec. 1, 1826.....	Dec. 1, 1826.....	do do do.....	Alabama.....	Alabama.....	Sloop Natchez.
William B. Ludlow.....	May 1, 1827.....	May 1, 1827.....	Delaware.....	Maryland.....	Massachusetts.....	Frigate Java.
•Levi Lincoln, Jr.....	Nov. 1, 1827.....	Nov. 1, 1827.....	Massachusetts.....	Massachusetts.....	do do do.....	Leave of absence.
•Samuel Larkin, Jr.....	April 1, 1828.....	April 1, 1828.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Schooner Dolphin.
•Lawson C. Love.....	do do do.....	do do do.....	Kentucky.....	Tennessee.....	Tennessee.....	Sloop Natchez.
•James M. Lockert.....	do do do.....	do do do.....	South Carolina.....	do do do.....	do do do.....	Frigate Guerriere.
•Ninian E. Lane.....	do do do.....	do do do.....	Missouri.....	Illinois.....	Missouri.....	Naval school, Norfolk.

Naval register for 1830.—MIDSHIPMEN.—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
•Henry B. Lewis.....	May 1, 1828....	May 1, 1828....	Virginia.....	Kentucky.....	Kentucky.....	Naval school, Norfolk.
•George Lansing.....	Nov. 1, 1828....	Nov. 1, 1828....	New York.....	New York.....	New York.....	Frigate Brimleywine.
•Montgomery Lewis.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
•William Leigh.....	do	do	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Edwin Lamb.....	Dec. 1, 1828....	Dec. 1, 1828....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Hornet.
•Domilek Lynch, jr.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Mediterranean.
•Adam J. Leslie.....	do	do	Ireland.....	Ohio.....	Ohio.....	Waiting orders.
M.						
Charles H. M'Blair.....	March 4, 1829....	March 4, 1829....	Maryland.....	Maryland.....	Maryland.....	Under examination.
William M. A. Moore.....	Aug. 19, 1823....	Aug. 19, 1823....	Virginia.....	Virginia.....	Virginia.....	Suspended.
Albert M'Daniel.....	Aug. 27, 1823....	Aug. 27, 1823....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Under examination.
John S. Missen.....	June 27, 1824....	June 27, 1824....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Hudson.
Alexander H. Marbury.....	July 14, 1824....	July 14, 1824....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Frigate Hudson.
William M'Blair.....	Nov. 16, 1824....	Nov. 16, 1824....	Maryland.....	Maryland.....	Maryland.....	Surveying.
Henry Miffin.....	Dec. 1, 1824....	Dec. 1, 1824....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Thomas A. Mull.....	do	do	Maryland.....	Maryland.....	Maryland.....	Frigate Hudson.
Augustus Marrash.....	Jan. 1, 1825....	Jan. 1, 1825....	Virginia.....	Alabama.....	Alabama.....	Frigate Constellation.
Edwin W. Moore.....	do	do	District of Columbia.....	Virginia.....	Virginia.....	Delaware 74.
Matthew F. Maury.....	Feb. 1, 1825....	Feb. 1, 1825....	Virginia.....	Tennessee.....	do	Sloop Vincennes.
John K. Mitchell.....	do	do	North Carolina.....	Florida.....	Florida.....	Delaware 74.
Henry Moor.....	March 1, 1825....	March 1, 1825....	Maine.....	Maine.....	Maine.....	Leave of absence.
Horatio G. Myers.....	Nov. 25, 1825....	Nov. 25, 1825....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
Ezekiel Mulford.....	Feb. 1, 1826....	Feb. 1, 1826....	New York.....	New York.....	New York.....	Delaware 74.
Alexander C. Maury.....	do	do	Tennessee.....	Tennessee.....	Tennessee.....	Sloop Erie.
Thomas W. McVill.....	do	do	France.....	Massachusetts.....	Massachusetts.....	Sloop Vincennes.
James P. M'Kinstry.....	do	do	New York.....	Michigan.....	Michigan.....	Sloop Warren.
James T. M'Donough.....	April 1, 1826....	April 1, 1826....	Delaware.....	Connecticut.....	Connecticut.....	Sloop Lexington.
Richard W. Meade.....	do	do	Spain.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
James F. Miller.....	Nov. 1, 1826....	Nov. 1, 1826....	New Hampshire.....	Massachusetts.....	New Hampshire.....	Pennscola yard.
D. B. Morgan.....	Feb. 1, 1827....	Feb. 1, 1827....	Louisiana.....	Louisiana.....	Louisiana.....	Leave of absence.
•George Minor.....	April 1, 1827....	April 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Bernard J. Mochter.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
•Virgil M'Cracken.....	May 1, 1827....	May 1, 1827....	Kentucky.....	Kentucky.....	Kentucky.....	Delaware 74.
John Middleton.....	Nov. 1, 1827....	Nov. 1, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Delaware 74.
George M. M'Creery.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Falmouth.
J. T. McLaughlin.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	Alabama.....	Alabama.....	Leave of absence.
•Robert Maymont.....	April 1, 1828....	April 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Guerriere.
•Joseph Moorehead.....	do	do	Ohio.....	Ohio.....	Ohio.....	Sloop Satelez.
•David McDougall.....	do	do	do	do	do	Navy yard, New York.

Naval register for 1830—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
G.						
•George Macomber.....	May 1, 1828....	May 1, 1828....	Rhode Island.....	Georgia.....	Georgia.....	Sloop Ontario.
•John B. Marchand.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
•William T. Muse.....	June 1, 1828....	June 1, 1828....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Dolphin.
•Edward Middleton.....	July 1, 1828....	July 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Java.
•John F. Mercer.....	Oct. 1, 1828....	Oct. 1, 1828....	New Jersey.....	Connecticut.....	Connecticut.....	Waiting orders.
•Lucius Miller.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	District of Columbia.....	District of Columbia.....	Frigate Guerriere.
•Charles F. McInroeb.....	do.....	do.....	do.....	Virginia.....	Virginia.....	Frigate Constellation.
•Archibald Maclean.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
•Thomas W. Magruder.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
•John B. Meigs.....	do.....	do.....	Georgia.....	Pennsylvania.....	Georgia.....	Frigate Brandywine.
•Benjamin D. Moore.....	do.....	do.....	Kentucky.....	Tennessee.....	Illinois.....	Sloop Erie.
•William Lewis Maury.....	do.....	do.....	South Carolina.....	Georgia.....	Georgia.....	Frigate Brandywine.
•Rlydo. G. Moore.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
•Henry D. Maxwell.....	do.....	do.....	Virginia.....	Alabama.....	Alabama.....	Waiting orders.
•Amicus B. Murnast.....	March 21, 1829....	March 21, 1829....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
•Charles W. Morris.....	Sept. 12, 1829....	Sept. 12, 1829....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
N.						
James Noble.....	May 27, 1824....	May 27, 1824....	Kentucky.....	Indiana.....	Indiana.....	Frigate Guerriere.
Jefferson Nailor.....	Jan. 1, 1825....	Jan. 1, 1825....	Mississippi.....	Mississippi.....	Mississippi.....	Furlough.
•Hendrick Norvell.....	April 1, 1828....	April 1, 1828....	Kentucky.....	Tennessee.....	Kentucky.....	Waiting orders.
•James H. North.....	May 29, 1829....	May 29, 1829....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Erie.
O.						
Gabriel A. O'Brien.....	Jan. 1, 1825....	Jan. 1, 1825....	Algiers.....	Pennsylvania.....	Pennsylvania.....	Sloop Lexington.
Lewis Ogden.....	March 1, 1825....	March 1, 1825....	New York.....	New York.....	New York.....	Naval school, New York.
William R. O'Sullivan.....	Nov. 1, 1825....	Nov. 1, 1825....	At sea.....	do.....	do.....	Frigate Constellation.
P.						
C. W. Pickering.....	May 1, 1822....	May 1, 1822....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Frigate Brandywine.
James S. Palmer.....	Jan. 1, 1825....	Jan. 1, 1825....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Lexington.
Charles H. Poor.....	March 1, 1825....	March 1, 1825....	Massachusetts.....	Massachusetts.....	District of Columbia.....	Delaware 71.
George A. Prentiss.....	do.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Lexington.
Richard L. Page.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Under examination.
William H. Peter.....	April 12, 1825....	April 12, 1825....	District of Columbia.....	Maryland.....	Maryland.....	Frigate Java.
Cicero Price.....	Feb. 1, 1826....	Feb. 1, 1826....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Erie.
Charles Peirce.....	August 1, 1827....	August 1, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Falmonth.
•William H. Poulleton.....	Sept. 1, 1827....	Sept. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Sloop Falmonth.
R. H. L. Paterson.....	Oct. 1, 1827....	Oct. 1, 1827....	New York.....	New York.....	New York.....	Leave of absence.
William A. Paterson.....	do.....	do.....	Maryland.....	Alabama.....	Maryland.....	Sloop Fairfield.
Thomas J. Page.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Erie.

Naval register for 1830—MIDSHIPMEN—Continued.

Names.	Original entry into the service.		Date of present warrant.		Where born.		State from which appointed.		State of which a citizen.		Duty or station.	
	Nov.	1, 1827	Nov.	1, 1827	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Guerriere.	
*Ferdinand Piper.....	Dec.	1, 1827	Dec.	1, 1827	Maryland	Maryland	Maryland	Maryland	Maryland	Maryland	Sloop Fairfield.	
Robert F. Pinkney	Jan.	1, 1828	Jan.	1, 1828	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Receiving ship, Norfolk.	
Cincinnatia Pryor	Jan.	1, 1828	Jan.	1, 1828	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Sloop Warren.	
*John P. Parker.....	April	1, 1828	April	1, 1828	New Hampshire.	New Hampshire.	New Hampshire.	New Hampshire.	New Hampshire.	New Hampshire.	Sloop Warren.	
*Henry J. Paul.....	do	do	do	do	Ireland	Ireland	Ireland	Ireland	Ireland	Ireland	Frigate Guerriere.	
*Thomas M. Putney.....	do	do	do	do	Tennessee	Tennessee	Tennessee	Tennessee	Tennessee	Tennessee	Frigate Constellation.	
*Alexander M. Pennock	do	do	do	do	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Frigate Guerriere.	
*Edward H. Perkins.....	do	do	do	do	Connecticut	Connecticut	Connecticut	Connecticut	Connecticut	Connecticut	Sloop St. Louis.	
*Roger Porty.....	July	1, 1828	July	1, 1828	Maryland	Maryland	Maryland	Maryland	Maryland	Maryland	Receiving ship, Norfolk.	
*Augustin W. Prevost.....	Nov.	1, 1828	Nov.	1, 1828	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Naval school, New York.	
*Robert B. Pogram.....	Feb.	2, 1828	Feb.	2, 1829	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Waiting orders.	
*Robert Paxton.....	do	do	do	do	Illinois	Illinois	Illinois	Illinois	Illinois	Illinois	Naval school, New York.	
*William Pope.....	do	do	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.	
*David D. Porter.....	do	do	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Constellation.	
*Oliver H. Perry.....	Feb.	23, 1829	Feb.	23, 1829	Rhode Island	Rhode Island	Rhode Island	Rhode Island	Rhode Island	Rhode Island	Waiting orders.	
*Matthew S. Fisher.....	March	13, 1829	March	13, 1829	New York	New York	New York	New York	New York	New York	Waiting orders.	
R.												
Daniel L. Randolph.....	May	1, 1822	May	1, 1822	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Leave of absence.	
Charles S. Renshaw.....	Jan.	1, 1825	Jan.	1, 1825	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Vincennes.	
John A. Russ.....	March	1, 1825	March	1, 1825	Maine	Maine	Maine	Maine	Maine	Maine	Sloop Fairfield.	
William Radford.....	do	do	do	do	Missouri	Missouri	Missouri	Missouri	Missouri	Missouri	Sloop Erie.	
*Charles K. Ruffin.....	Oct.	24, 1825	Oct.	24, 1825	Ohio	Ohio	Ohio	Ohio	Ohio	Ohio	New York station.	
*Stephen C. Rowan.....	Feb.	1, 1826	Feb.	1, 1826	Ireland	Ireland	Ireland	Ireland	Ireland	Ireland	Sloop Vincennes.	
Robert James Ross.....	Aug.	1, 1826	Aug.	1, 1826	District of Columbia	District of Columbia	District of Columbia	District of Columbia	District of Columbia	District of Columbia	Leave of absence.	
Charles S. Ridgely.....	Nov.	1, 1826	Nov.	1, 1826	Maryland	Maryland	Maryland	Maryland	Maryland	Maryland	Delaware 74.	
William Russell.....	do	do	do	do	North Carolina	North Carolina	North Carolina	North Carolina	North Carolina	North Carolina	Sloop Falmouth.	
John H. Roberts.....	March	1, 1827	March	1, 1827	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Frigate Java.	
Thomas R. Rootes.....	do	do	do	do	Georgia	Georgia	Georgia	Georgia	Georgia	Georgia	Frigate Constellation.	
*William I. H. Robertson.....	Nov.	1, 1827	Nov.	1, 1827	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Frigate Guerriere.	
*Ezra Read, jr.....	April	1, 1828	April	1, 1828	Ohio	Ohio	Ohio	Ohio	Ohio	Ohio	Waiting orders.	
*John L. Ring.....	do	do	do	do	South Carolina	South Carolina	South Carolina	South Carolina	South Carolina	South Carolina	Naval school, Norfolk.	
*Joseph W. Reveré.....	do	do	do	do	Massachusetts	Massachusetts	Massachusetts	Massachusetts	Massachusetts	Massachusetts	Frigate Guerriere.	
*Thomas Russell.....	do	do	do	do	do	do	do	do	do	do	Sloop Pensac.	
Daniel B. Ridgely.....	do	do	do	do	Kentucky	Kentucky	Kentucky	Kentucky	Kentucky	Kentucky	Sloop St. Louis.	
*John Rodgers.....	April	18, 1828	April	18, 1828	District of Columbia	District of Columbia	District of Columbia	District of Columbia	District of Columbia	District of Columbia	Frigate Constellation.	
*Francis B. Renshaw.....	Nov.	1, 1828	Nov.	1, 1828	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Pennsylvania	Receiving ship, Philadelphia.	
*William S. Ringgold.....	do	do	do	do	Maryland	Maryland	Maryland	Maryland	Maryland	Maryland	Sloop Natchez.	
*Nathaniel Resler.....	do	do	do	do	Ohio	Ohio	Ohio	Ohio	Ohio	Ohio	Waiting orders.	
*Charles H. Roy.....	Feb.	2, 1829	Feb.	2, 1829	Virginia	Virginia	Virginia	Virginia	Virginia	Virginia	Waiting orders.	

Naval register for 1830—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
<i>S.</i>						
Samuel Swartwout.....	May 10, 1820....	May 10, 1820....	New York.....	New York.....	New York.....	Under examination.
Thomas Smith.....	do	do	Maryland.....	Maryland.....	Maryland.....	Under examination.
Sanford A. Street.....	March 4, 1822....	March 4, 1822....	New York.....	New York.....	New York.....	Under examination.
David M. Stokes.....	May 1, 1822....	May 1, 1822....	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Arthur Sinclair, Jr.....	March 4, 1823....	March 4, 1823....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Grey Shipwith.....	do	do	Rhode Island.....	Tennessee.....	Tennessee.....	Leave of absence.
Augustus R. Strong.....	June 20, 1823....	June 20, 1823....	Missouri.....	Ohio.....	Ohio.....	Under examination.
Jonathan W. Swift.....	Aug. 25, 1823....	Aug. 25, 1823....	Massachusetts.....	North Carolina.....	North Carolina.....	Under examination.
William C. Seldon.....	Nov. 16, 1824....	Nov. 16, 1824....	Virginia.....	Virginia.....	District of Columbia.....	Under examination.
James W. Southard.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Under examination.
John C. Sharp.....	Jan. 1, 1825....	Jan. 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Under examination.
Benjamin S. Slye.....	March 1, 1825....	March 1, 1825....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Delaware 74.
James F. Schenck.....	do	do	Ohio.....	Ohio.....	Ohio.....	Frigate Java.
Barret Shepard.....	Feb. 1, 1826....	Feb. 1, 1826....	Connecticut.....	New York.....	New York.....	Frigate Brandywine.
Melachroon Smith.....	March 1, 1826....	March 1, 1826....	New York.....	do	do	Sloop Lexington.
Raphael Sumner, Jr.....	April 1, 1826....	April 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Sloop Vincennes.
John L. Spenser.....	June 1, 1826....	June 1, 1826....	New York.....	New York.....	New York.....	Leave of absence.
Ferdinand Smith.....	July 1, 1826....	July 1, 1826....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Falmouth.
Henry A. Steele.....	Nov. 1, 1826....	Nov. 1, 1826....	Delaware.....	Delaware.....	Delaware.....	Frigate Itelson.
James B. Sully.....	Feb. 1, 1827....	Feb. 1, 1827....	South Carolina.....	Virginia.....	Delaware.....	Receiving ship, Philadelphia.
Lothar Stockard.....	April 1, 1827....	April 1, 1827....	New York.....	New York.....	New York.....	Sloop Lexington.
Hugh H. Stockton.....	July 1, 1827....	July 1, 1827....	New Jersey.....	New Jersey.....	New York.....	Sloop Fairfield.
Richd. R. Swift.....	Nov. 1, 1827....	Nov. 1, 1827....	do	Pennsylvania.....	New Jersey.....	Sloop Van Hall.
William C. Spencer.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	do	Pennsylvania.....	Sloop Hornet.
William O. Stadel.....	April 1, 1828....	April 1, 1828....	District of Columbia.....	Illinois.....	Maryland.....	Schooner Shark.
Milo H. Smith.....	do	do	New York.....	New York.....	Virginia.....	Mediteranean.
Charles Sperry.....	do	do	Vermont.....	Vermont.....	New York.....	Norfolk school.
Charles Steedman.....	do	do	South Carolina.....	South Carolina.....	do	Schooner Shark.
Benjamin F. Sands.....	do	do	Maryland.....	Kentucky.....	South Carolina.....	Navy yard, New York.
George L. Selden.....	do	do	Virginia.....	Ohio.....	Kentucky.....	Sloop Van Hall.
Wylyys Silliman.....	do	do	Pennsylvania.....	Ohio.....	District of Columbia.....	Sloop Fairfield.
Henry S. Stillwagen.....	do	do	do	Pennsylvania.....	Ohio.....	Sloop Van Hall.
William Stearns, Jr.....	May 1, 1828....	May 1, 1828....	Massachusetts.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Ethel W. Stull.....	June 1, 1828....	June 1, 1828....	Maryland.....	Massachusetts.....	Massachusetts.....	Sloop Van Hall.
William S. Swann.....	July 1, 1828....	July 1, 1828....	Virginia.....	District of Columbia.....	District of Columbia.....	Waiting orders.
Gustavus H. Scott.....	Aug. 1, 1828....	Aug. 1, 1828....	do	Virginia.....	District of Columbia.....	Sloop Fairfield.
William W. Smith.....	Nov. 1, 1828....	Nov. 1, 1828....	New Jersey.....	do	do	Frigate Guerriere.
C. F. M. Spotswood.....	do	do	Virginia.....	Arkansas.....	Arkansas.....	Waiting orders.
James H. Strong.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	Virginia.....	Virginia.....	Sloop Natchez.
				New York.....	New York.....	Waiting orders.

Naval register for 1830—MIDSMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
T.						
•Lewis C. Sartori.....	Feb. 2, 1829....	Feb. 2, 1829....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
do	do	do	New York.....	New York.....	New York.....	Waiting orders.
•John S. Stoddard.....	do	do	New York.....	New York.....	New York.....	Frigate Brandywine.
•Montfort S. Stokes.....	May 12, 1829....	May 12, 1829....	North Carolina....	North Carolina....	North Carolina....	Waiting orders.
•E. T. Stubbick.....	June 22, 1829....	June 22, 1829....	New York.....	South Carolina....	South Carolina....	Waiting orders.
•John H. Sherburne.....	Oct. 5, 1829....	Oct. 5, 1829....	New Hampshire....	New Hampshire....	New Hampshire....	Waiting orders.
U.						
Benjamin J. Totten.....	March 4, 1823....	March 4, 1823....	West Indies.....	New York.....	New York.....	Under examination.
Charles A. Thompson.....	Aug. 27, 1825....	Aug. 27, 1825....	Maryland.....	Maryland.....	Maryland.....	Under examination.
Afred Taylor.....	Jan. 1, 1825....	Jan. 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Sloop Vincennes.
Paul H. Tepper.....	do	do	South Carolina....	South Carolina....	South Carolina....	Furlough.
do	do	do	Tennessee.....	Mississippi.....	Mississippi.....	Delaware 74.
Henry Tooley.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Warren.
Thomas Turner.....	April 21, 1825....	April 21, 1825....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
George M. Thompson.....	Feb. 1, 1826....	Feb. 1, 1826....	Maryland.....	Tennessee.....	Tennessee.....	Sloop Fairfield.
John A. Turley.....	May 1, 1826....	May 1, 1826....	Tennessee.....	Indiana.....	District of Columbia	Frigate Java.
John R. Tucker.....	June 1, 1826....	June 1, 1826....	District of Columbia	New Jersey.....	Pennsylvania.....	Sloop Oniarlo.
Edward R. Thompson.....	Dec. 1, 1826....	Dec. 1, 1826....	Pennsylvania.....	Alabama.....	Alabama.....	Schooner Shark.
Henry F. Toulmin.....	Feb. 1, 1827....	Feb. 1, 1827....	England.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Oliver Tol.....	May 1, 1827....	May 1, 1827....	Pennsylvania.....	New Jersey.....	New Jersey.....	Sloop Fairfield.
•George W. Taylor.....	Nov. 1, 1827....	Nov. 1, 1827....	New Jersey.....	Maryland.....	Maryland.....	Sloop St. Louis.
•Henry C. Tigdeman.....	Feb. 1, 1828....	Feb. 1, 1828....	Maryland.....	Rhode Island....	Massachusetts....	Frigate Hudson.
•William R. Taylor.....	April 1, 1828....	April 1, 1828....	Rhode Island....	Kentucky.....	Kentucky.....	Sloop Erie.
•John G. Tol.....	do	do	Kentucky.....	Georgia.....	Georgia.....	Sloop Erie.
•John W. Taylor.....	do	do	South Carolina....	Kentucky.....	Kentucky.....	Frigate Brandywine.
•Thurston M. Taylor.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Hornet.
Richard L. Tigdeman.....	May 1, 1828....	May 1, 1828....	Maryland.....	Virginia.....	Maryland.....	Naval school, Norfolk.
•Addison R. Talliaferro.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia.....	Maryland.....	Maryland.....	Sloop Erie.
•Charles Thomas.....	do	do	Maryland.....	Massachusetts....	Massachusetts....	Waiting orders.
•Samuel A. Turner.....	do	do	do	Alabama.....	District of Columbia.	Sloop Satelec.
•John J. Thurston.....	do	do	District of Columbia.	North Carolina....	North Carolina....	Frigate Constellation.
•John L. Taylor.....	do	do	North Carolina....	Massachusetts....	New York.....	Frigate Brandywine.
Joseph A. Underwood.....	do	do	Maine.....	Massachusetts....	New York.....	Frigate Brandywine.
V.						
Edward M. Vail.....	Dec. 1, 1821....	Dec. 1, 1821....	France.....	District of Columbia	District of Columbia	Under examination.
Pedro C. Valdes.....	June 16, 1823....	June 16, 1823....	Chili.....	Pennsylvania.....	Pennsylvania.....	Under examination.
W.						
G. G. Williamson.....	June 2, 1824....	June 2, 1824....	Virginia.....	Virginia.....	Virginia.....	Under examination.
T. M. Washington.....	Oct. 21, 1824....	Oct. 21, 1824....	do	do	do	Under examination.

Naval register for 1830—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Dudley G. Woodbridge.....	Jan. 1, 1825....	Jan. 1, 1825....	Georgia.....	Massachusetts.....	Georgia.....	Ship St. Louis.
Harry P. T. Wood.....	March 1, 1825....	March 1, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Dolphin.
John William Willis.....	May 1, 1825....	May 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
John C. Winans.....	July 1, 1825....	July 1, 1825....	Ohio.....	Ohio.....	Ohio.....	Norfolk school.
William Ward.....	Feb. 1, 1826....	Feb. 1, 1826....	New York.....	New York.....	New York.....	Frigate Javu.
Zeb. P. Wardell.....	March 1, 1826....	March 1, 1826....	Indiana.....	Indiana.....	Indiana.....	Frigate Javu.
•William A. Warts.....	April 1, 1826....	April 1, 1826....	New Jersey.....	Kentucky.....	Kentucky.....	Ship Vincennes.
Henry H. Waters.....	June 1, 1826....	June 1, 1826....	North Carolina.....	North Carolina.....	North Carolina.....	Receiving ship, Norfolk.
John J. White.....	July 1, 1826....	July 1, 1826....	Georgia.....	Georgia.....	Georgia.....	Portsmouth yard.
•S. A. Washington.....	Nov. 1, 1826....	Nov. 4, 1826....	Virginia.....	Virginia.....	Virginia.....	Ship Warren.
•Henry Walke.....	Feb. 1, 1827....	Feb. 1, 1827....	do.....	Ohio.....	Ohio.....	Ship Ontario.
A. S. Worth.....	do.....	do.....	Massachusetts.....	New York.....	New York.....	Delaware 74.
John A. Window.....	do.....	do.....	Georgia.....	North Carolina.....	Massachusetts.....	Ship Falmouth.
•Joseph Woodruff.....	do.....	do.....	District of Columbia.....	Florida.....	Florida.....	West India squadron.
John Wexens.....	Aug. 4, 1827....	Aug. 4, 1827....	Maryland.....	District of Columbia.....	Maryland.....	Furlough.
Nicholas B. Waters.....	Nov. 1, 1827....	Nov. 1, 1827....	do.....	Maryland.....	do.....	Ship Falmouth.
•William M. Walker.....	do.....	do.....	do.....	do.....	District of Columbia.....	Frigate Hudson.
•John J. B. Walloch.....	Dec. 1, 1827....	Dec. 1, 1827....	New Hampshire.....	do.....	do.....	Ship Andalus.
•John T. Williams.....	April 1, 1828....	April 1, 1828....	North Carolina.....	North Carolina.....	North Carolina.....	Ship Vandalia.
•Stephen W. Wilkinson.....	do.....	do.....	do.....	Tennessee.....	Tennessee.....	Frigate Constellation.
•Robert P. Welsh.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	Frigate Bramblewine.
•Francis B. Wright.....	do.....	do.....	District of Columbia.....	Kentucky.....	District of Columbia.....	Frigate Guerriere.
•George McA. White.....	Nov. 1, 1828....	Nov. 1, 1828....	Georgia.....	Pennsylvania.....	do.....	Ship Natchez.
•Joseph C. Walsh.....	Dec. 1, 1828....	Dec. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Mediterranean.
•Clarence Watkins.....	do.....	do.....	Maryland.....	District of Columbia.....	District of Columbia.....	Ship Peacock.
•Samuel S. Washington.....	do.....	do.....	District of Columbia.....	do.....	do.....	Ship Hornet.
•William Whiting.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Waiting orders.
•Geo. J. Wyche.....	do.....	do.....	Virginia.....	Alabama.....	Alabama.....	Waiting orders.
•Edward C. Ward.....	do.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
•Wm. A. Watrous.....	do.....	do.....	do.....	do.....	do.....	Waiting orders.
•John O. Wilson.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
•Wm. S. Williamson.....	do.....	do.....	do.....	do.....	do.....	Waiting orders.
Y.						
Alex. K. Yancey.....	April 1, 1825....	April 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Frigate Hailson.
•William S. Young.....	March 1, 1827....	March 1, 1827....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Ship Ontario.
Edward M. Yard.....	Nov. 1, 1827....	Nov. 1, 1827....	New Jersey.....	New Jersey.....	New Jersey.....	Ship Fairfield.

Midshipmen—435.

Naval register for 1830—Continued.
SAILINGMASTERS.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William Knight.....	Oct. 2, 1799....	Oct. 2, 1799....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Edward Barry.....	Feb. 28, 1809....	Feb. 28, 1809....	Ireland.....	do.....	do.....	Navy yard, Washington.
Jonathan D. Ferris.....	do.....	do.....	New York.....	New York.....	Louisiana.....	Leave of absence.
Salvadore Catalano.....	Aug. 9, 1809....	Aug. 9, 1809....	Sicily.....	District of Columbia	District of Columbia	Navy yard, Washington.
Augustus Ford.....	March 28, 1810....	March 28, 1810....	Rhode Island.....	New York.....	New York.....	Sackett's Harbor.
A. B. Bloodgood.....	June 25, 1812....	June 25, 1812....	New York.....	do.....	do.....	New York station.
Robert Knox.....	July 29, 1812....	July 29, 1812....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James B. Potts.....	July 24, 1812....	July 24, 1812....	England.....	District of Columbia	Virginia.....	Navy yard, Gosport.
William Vaughan.....	Aug. 22, 1812....	Aug. 22, 1812....	Pennsylvania.....	New York.....	New York.....	Furlough.
Marmaduke Dove.....	Aug. 29, 1812....	Aug. 29, 1812....	Maryland.....	Maryland.....	District of Columbia	Leave of absence.
Cornelius Bennett.....	Dec. 9, 1812....	Dec. 9, 1812....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Charles F. Waldo.....	March 10, 1813....	March 10, 1813....	do.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813....	July 3, 1813....	do.....	New York.....	New York.....	Receiving ship, New York.
F. H. Ellison.....	do.....	do.....	England.....	do.....	do.....	Navy yard, New York.
Francis Maltaby.....	do.....	do.....	New York.....	do.....	do.....	Ordinary, New York.
Samuel C. Hixon.....	April 30, 1814....	April 30, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
James Ferguson.....	May 27, 1814....	May 27, 1814....	New York.....	New York.....	do.....	Navy yard, Portsmouth.
Robert S. Tatem.....	July 21, 1814....	July 21, 1814....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Joseph Willison.....	Nov. 26, 1814....	Nov. 26, 1814....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
William Miller.....	Jan. 28, 1815....	Jan. 28, 1815....	Scotland.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Nahum Warren.....	Feb. 6, 1815....	Feb. 6, 1815....	New Hampshire.....	District of Columbia	District of Columbia	Navy yard, Pensacola.
Henry Worthington.....	May 2, 1815....	May 2, 1815....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John Carlton.....	July 4, 1815....	July 4, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	On furlough.
Alex. Cunningham.....	Nov. 15, 1815....	Nov. 15, 1815....	South Carolina.....	Virginia.....	Virginia.....	Receiving ship, Norfolk.
John Robinson.....	Nov. 27, 1815....	Nov. 27, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
James Tewksbury.....	Dec. 14, 1815....	Dec. 14, 1815....	do.....	do.....	do.....	Philadelphia station.
John Quin.....	Nov. 1, 1816....	Nov. 1, 1816....	Pennsylvania.....	Louisiana.....	Ohio.....	Furlough.
N. A. Prentiss.....	Jan. 22, 1823....	Jan. 22, 1823....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Furlough.
Jacob Mull.....	Aug. 5, 1825....	Aug. 5, 1825....	Maryland.....	Maryland.....	Maryland.....	Frigate Hudson.
P. J. Rodrigues, (sailing)	August 4, 1827....	August 4, 1827....	.....	.....	.....	Naval school, Norfolk.
Frederick W. Moors.....	May 19, 1827....	May 19, 1827....	.....	.....	.....	Ship Lexington.
H. A. F. Young.....	May 16, 1827....	May 16, 1827....	.....	.....	.....	Ordinary at Gosport.
DOATSWAINS.						
David Eaton.....	August 8, 1811....	August 8, 1811....	Pennsylvania.....	District of Columbia	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815....	July 8, 1815....	New Jersey.....	Pennsylvania.....	do.....	Navy yard, Gosport.
James Banks.....	July 21, 1817....	July 21, 1817....	New York.....	New York.....	New York.....	Frigate Constellation.
Ed. Dill.....	June 25, 1818....	June 25, 1818....	Delaware.....	do.....	do.....	Furlough.
James Evans.....	Jan. 1, 1819....	Jan. 1, 1819....	Wales.....	do.....	do.....	Frigate Brandywine.

Sailingmasters—32.

Naval register for 1880—Boatswains—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Simon Jordan	October 9, 1810....	Oct. 9, 1819....	Maine	New York.....	North Carolina....	Waiting orders.
John Smith	Dec. 7, 1819....	Dec. 7, 1819....	Maryland.....	do	New York.....	New York station.
John Ball	Oct. 14, 1824....	Oct. 14, 1824....	New York.....	do	Maine	Sloop Lexington.
Richard A. Munroe	July 25, 1826....	July 25, 1826....	do	do	New York	Leave of absence.
Edward Ingraham	Nov. 1, 1826....	Nov. 1, 1826....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Leave of absence.
Wm. Waters	April 21, 1827....	April 21, 1827....	do	do	New York	Sloop Warren.
Justus Hill, (acting)	April 4, 1827....	April 4, 1827....	Maryland.....	Florida	New York.....	Frigate Java.
John Haywood, (acting)	May 4, 1828....	May 4, 1828....	do	do	do	Schooner Grampus.
Edward Crocker, do	June 16, 1828....	June 16, 1828....	do	do	do	Frigate Hudson.
Thomas S. Hanifer, do	Sept. 16, 1828....	Sept. 16, 1828....	do	do	do	Sloop Ontario.
John Morris, do	Oct. 28, 1828....	Oct. 28, 1828....	do	do	do	Sloop St. Louis.
Thomas Ring, do	Nov. 15, 1828....	Nov. 15, 1828....	do	do	do	Delaware 74.
Lawrence Gallagher, do	Nov. 15, 1828....	Nov. 15, 1828....	do	do	do	Receiving ship, New York.

Boatswains—18.

GUNNERS.

George Marshall.....	July 15, 1860....	July 15, 1869....	Greece.....	District of Columbia	District of Columbia	Navy yard, Washington.
George Jackson.....	Feb. 2, 1810....	Feb. 2, 1810....	North Carolina	New York.....	Florida	Leave of absence.
Stephen Jones.....	May 6, 1813....	May 6, 1813....	New York.....	do	New York.....	Ordinary at Gosport.
John Blight.....	May 3, 1821....	May 3, 1821....	do	do	do	Navy yard, New York.
Samuel Hubbard.....	Jan. 23, 1822....	Jan. 23, 1822....	Connecticut	Virginia.....	Virginia.....	Navy yard, Gosport.
Joseph Andrews.....	Nov. 24, 1823....	Nov. 24, 1823....	Massachusetts	Massachusetts	New York	Navy yard, Philadelphia.
Asa Curtis	March 1, 1825....	March 1, 1825....	do	do	Massachusetts	Delaware 74.
William B. Brown	Dec. 9, 1825....	Dec. 9, 1825....	Germany.....	do	do	Leave of absence.
John Burns	Nov. 1, 1826....	Nov. 1, 1826....	Ireland	Virginia.....	Virginia.....	Sloop Hornet.
John R. Covington, (acting)	Jan. 29, 1827....	Jan. 29, 1827....	Maryland.....	Maryland.....	Maryland.....	Delaware 74.
Thomas W. Ryley, (acting)	July 24, 1827....	July 24, 1827....	Connecticut	Connecticut	Connecticut	Leave of absence.
G. P. Wilson, (acting)	Oct. 30, 1827....	Oct. 30, 1827....	do	do	do	do
Charles Fales, (acting)	Dec. 27, 1827....	Dec. 27, 1827....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Sloop Vandallia.
Thomas W. Barry	Feb. 7, 1828....	Feb. 7, 1828....	New Hampshire	Virginia.....	District of Columbia	Magazine, Washington.
*Benjamin Turner, (acting)	July 22, 1828....	July 22, 1828....	do	do	Virginia.....	Frigate Java.
*Samuel Allen, do	Nov. 28, 1828....	Nov. 28, 1828....	New York	New York.....	District of Columbia	Frigate Hudson.
*John M. Green, do	Aug. 25, 1829....	Aug. 25, 1829....	do	do	do	Sloop St. Louis.
Henry Keeling, (acting)	Oct. 29, 1829....	Oct. 29, 1829....	do	do	do	Frigate Constellation.
Thomas Stanley, (acting)	Oct. 29, 1829....	Oct. 29, 1829....	do	do	do	Sloop Ontario.
Daniel Kelly, (acting)	Oct. 29, 1829....	Oct. 29, 1829....	do	do	do	Sloop Erie.

Gunners—20.

CARPENTERS.

Richard Thomas	Jan. 22, 1814....	Jan. 22, 1814....	Maryland	Virginia	Maryland	Leave of absence.
John Snider.....	Jan. 1, 1818....	Jan. 1, 1818....	Pennsylvania....	Pennsylvania....	Navy yard, Pensacola.	

Naval register for 1830—CARPENTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Nathan Parker.....	Jan. 27, 1820....	Jan. 27, 1820....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
Samuel Phillips.....	May 24, 1821....	May 24, 1821....	New Jersey.....	New York.....	New York.....	Frigate Java.
Thomas Armstrong.....	June 17, 1822....	June 17, 1822....	Pennsylvania.....	District of Columbia.....	Virginia.....	Navy yard, Gosport.
John Fisher.....	March 20, 1822....	March 20, 1822....	Virginia.....	New York.....	New York.....	Delaware 71.
John A. Dickson.....	Dec. 13, 1825....	Dec. 13, 1825....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Boston.
Calvin Oaks.....	June 12, 1826....	June 12, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Delaware 74.
Caleb Nash, (acting).....	May 1, 1826....	May 1, 1826....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
John Southwick, (acting).....	Dec. 21, 1826....	Dec. 21, 1826....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Warren.
George Paul.....	May 9, 1828....	May 9, 1828....	.....	.....	.....	Schooner Grampus.
Philip P. Gumpert, (acting).....	Oct. 30, 1828....	Oct. 30, 1828....	.....	.....	.....	Sloop Vandalia.
John Williston, (acting).....	Aug. 25, 1829....	Aug. 25, 1829....	.....	.....	.....	Frigate Constellation.
John Deason, (acting).....	.....	.....	.....	.....	.....	Sloop Ontario.
Thomas F. Brady, (acting).....	Oct. 24, 1829....	Oct. 24, 1829....	.....	.....	.....	Sloop Erie.
William E. Sheffield, (acting).....	Nov. 11, 1829....	Nov. 11, 1829....	.....	.....	.....	Frigate Brandywine.
Carpenters—16.						
SAILMAKERS.						
Benj. D. Borchstead.....	April 5, 1821....	April 5, 1821....	Massachusetts.....	New York.....	Massachusetts.....	Frigate Java.
Isaac Hall.....	April 1, 1822....	April 1, 1822....	Maryland.....	Virginia.....	Maryland.....	Sloop Edinboro.
James R. Childs.....	June 8, 1822....	June 8, 1822....	do.....	Maryland.....	do.....	Leave of absence.
Nathaniel B. Peck.....	Oct. 22, 1823....	Oct. 22, 1823....	Virginia.....	New York.....	New York.....	Frigate Hudson.
Amos Lewis.....	Jan. 3, 1825....	Jan. 3, 1825....	.....	.....	.....	Waiting orders.
Benjamin Cowe.....	May 5, 1826....	May 5, 1826....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Samuel B. Banister.....	July 17, 1826....	July 17, 1826....	Massachusetts.....	New York.....	Massachusetts.....	Leave of absence.
Christian Nelson, (acting).....	Dec. 21, 1826....	Dec. 21, 1826....	Copenhagen.....	Massachusetts.....	do.....	Sloop Warren.
Isaac Freeman, (acting).....	July 24, 1827....	July 24, 1827....	.....	.....	.....	Sloop Erie.
William Ryan, (acting).....	Sept. 18, 1827....	Sept. 18, 1827....	New York.....	New York.....	New York.....	Delaware 71.
William Mitchell.....	July 8, 1828....	July 18, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Schooner Grampus.
John Clementson.....	April 18, 1829....	April 18, 1828....	.....	.....	.....	Sloop Fairchild.
Charles Conlund.....	Oct. 18, 1828....	Oct. 18, 1828....	.....	.....	.....	Sloop Vandalia.
James Davis.....	Nov. 27, 1829....	Nov. 4, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
John C. Hall, (acting).....	Oct. 18, 1828....	Aug. 25, 1829....	.....	.....	.....	Sloop Ontario.
J. G. Gallagher.....	Nov. 4, 1828....	Nov. 27, 1829....	.....	.....	.....	Frigate Brandywine.
Sailmakers—16.						
MARINE CORPS.						
Archibald Henderson, lieut. colonel commandant.....	June 4, 1806....	Oct. 17, 1820....	Virginia.....	Virginia.....	Virginia.....	Head-quarters.

Naval register for 1830—Continued.
CAPTAINS.

Names.	Original entry into the service.	Date of lineal rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
R. Smith, brevet lieutenant colonel.....	July 28, 1806.....	March 13, 1812....	March 3, 1825....	Maryland.....	Maryland.....	Maryland.....	Under arrest.
R. D. Wainwright, brevet lieutenant colonel.....	May 9, 1800.....	Sept. 29, 1812....	March 3, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Charleston, Massachusetts.
Wm. Anderson, brevet lieutenant colonel.....	Feb. 17, 1807.....	June 18, 1814....	May 24, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Gosport, Virginia.
Samuel Miller, brevet lieutenant colonel.....	June 1, 1808.....	do.....	March 3, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Philadelphia.
John M. Gamble, brevet lieutenant colonel.....	Jan. 16, 1809.....	do.....	do.....	New Jersey.....	New Jersey.....	New Hampshire.....	New York.
Samuel E. Watson.....	July 4, 1812.....	March 28, 1820....	.....	Virginia.....	Kentucky.....	Virginia.....	Portsmouth, New Hampshire.
William H. Freeman.....	Aug. 17, 1812.....	July 17, 1821....	.....	Connecticut.....	Connecticut.....	Connecticut.....	Navy yard, Washington.
J. L. Kuhn, paymaster.....	July 27, 1813.....	June 28, 1822....	.....	Maryland.....	Maryland.....	Maryland.....	Navy Department.
Charles R. Broom.....	do.....	March 7, 1824....	.....	Delaware.....	Delaware.....	Delaware.....	Waiting orders.
Captains—9.							
FIRST LIEUTENANTS.							
Levi Twiggs, captain by brevet.....	Nov. 10, 1813.....	June 18, 1814....	March 3, 1825....	Georgia.....	Georgia.....	Georgia.....	Philadelphia.
John Harris, captain by brevet.....	April 13, 1814.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Delaware 74.
Thomas A. Linton, captain by brevet.....	Feb. 28, 1815.....	April 18, 1817....	April 18, 1827....	Virginia.....	Rhode Island.....	Rhode Island.....	Gosport, Virginia.
Richard T. Auchmuty, captain by brevet.....	do.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Charlestown, Mass.
James Edelin, captain by brevet.....	March 1, 1815.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	On furlough.
P. G. Howle, adjutant and inspector.....	do.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Head-quarters.
E. J. Weed, quartermaster.....	Jan. 16, 1817.....	March 3, 1819....	Nov. 7, 1828....	Maryland.....	Maryland.....	Maryland.....	Head-quarters.
Joseph C. Hall.....	June 10, 1817.....	do.....	March 3, 1827....	Maryland.....	Maryland.....	Maryland.....	Under suspension.
State of which a citizen.							
William W. Dulaney.....	June 10, 1817.....	June 19, 1819....	Virginia.....	Virginia.....	Virginia.....	Virginia.....	Portsmouth, New Hampshire.
Thomas S. English.....	do.....	Aug. 11, 1819....	Massachusetts.....	Massachusetts.....	New Hampshire.....	New Hampshire.....	Charlestown, Massachusetts.
George W. Walker.....	do.....	March 3, 1821....	District of Columbia.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	On furlough.
Charles Grymes.....	March 3, 1819.....	July 20, 1821....	Virginia.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Ward Marston.....	do.....	Oct. 30, 1821....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Under suspension.
Charles C. Turper.....	do.....	Jan. 21, 1822....	New York.....	New York.....	New York.....	New York.....	On furlough.
A. A. Nicholson.....	March 28, 1820.....	May 27, 1822....	South Carolina.....	South Carolina.....	South Carolina.....	South Carolina.....	New York.
James MacCawley.....	do.....	Oct. 6, 1822....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Gosport, Virginia.
Benjamin Macomber.....	do.....	April 2, 1823....	Rhode Island.....	Rhode Island.....	New York.....	New York.....	Sloop Falmouth.
A. N. Brevoort.....	do.....	Sept. 22, 1823....	New York.....	New York.....	do.....	do.....	New York.
Andrew Ross.....	March 3, 1821.....	Oct. 1, 1824....	do.....	Louisiana.....	do.....	do.....	Under orders of the Navy Department.
Wm. A. Bloodgood.....	do.....	Dec. 1, 1824....	New York.....	New York.....	do.....	do.....	Sloop Lexington.
Richard Douglas.....	May 7, 1822.....	April 26, 1825....	Pennsylvania.....	New Jersey.....	do.....	do.....	Frigate Hudson.
Job G. Williams.....	do.....	Dec. 27, 1825....	Massachusetts.....	New York.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
C. F. Spring.....	do.....	Feb. 19, 1828....	Pennsylvania.....	Pennsylvania.....	do.....	do.....	Gosport, Virginia.
Alvin Edson.....	do.....	March 14, 1829....	Vermont.....	Vermont.....	Vermont.....	Vermont.....	New York.

First lieutenants—24.

Naval register for 1830—Continued.
SECOND LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
Horatio N. Crabb.....	May 7, 1822.....	May 7, 1822.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
Henry B. Tyler.....	March 3, 1825.....	March 3, 1825.....	Virginia.....	Virginia.....	Virginia.....	Navy yard, Washington.
Joseph L. C. Hardy.....	do.....	do.....	New York.....	South Carolina.....	South Carolina.....	New York.
George F. Lindsay.....	April 1, 1822.....	April 1, 1822.....	Virginia.....	Mississippi.....	Mississippi.....	Pensacola.
London N. Carter.....	May 26, 1824.....	May 26, 1824.....	do.....	Virginia.....	Virginia.....	Frigate Guerriere.
John G. Reynolds.....	do.....	do.....	New Jersey.....	New York.....	New York.....	Frigate Java.
Henry W. Fowler.....	do.....	do.....	New York.....	Louisiana.....	Louisiana.....	Philadelphia.
Francis C. Hull.....	July 5, 1825.....	July 5, 1825.....	Maryland.....	Maryland.....	Maryland.....	New York.
Constantine Smith.....	Aug. 27, 1825.....	Aug. 27, 1825.....	Ireland.....	New York.....	New York.....	Portsmouth, New Hampshire.
Francis S. Neville.....	May 22, 1826.....	May 22, 1826.....	Pennsylvania.....	Ohio.....	Ohio.....	Stopmast, New Vandalia.
Thomas L. C. Watkins.....	do.....	do.....	Maryland.....	District of Columbia.....	District of Columbia.....	Charleston.
Thomas Lee.....	Nov. 4, 1826.....	Nov. 4, 1826.....	do.....	Maryland.....	Maryland.....	Charleston.
F. N. Amistead.....	Nov. 13, 1826.....	Nov. 13, 1826.....	Virginia.....	Virginia.....	Virginia.....	Belaware 74.
Theo. Bainbridge.....	May 24, 1828.....	May 24, 1828.....	New Jersey.....	New York.....	New York.....	Frigate Guerriere.
Alexander C. McLean.....	March 11, 1829.....	March 11, 1829.....	New York.....	do.....	do.....	New York.
James W. Shaumbourgh.....	March 14, 1829.....	March 14, 1829.....	Louisiana.....	Louisiana.....	Louisiana.....	Philadelphia.

Second lieutenants—16.

NAVY AGENTS.

James K. Parthing.....	Jan. 8, 1828.....	Jan. 8, 1828.....	New York.....	New York.....	New York.....	New York.
George Harrison.....	March 3, 1829.....	March 3, 1829.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia.
James Biddle.....	do.....	do.....	Delaware.....	Delaware.....	Delaware.....	New Castle.
Isaac Phillips.....	do.....	do.....	do.....	do.....	do.....	Baltimore.
Nash Legrand.....	Aug. 8, 1829.....	Aug. 8, 1829.....	Georgia.....	Georgia.....	Georgia.....	Norfolk.
John P. Henry.....	March 3, 1829.....	March 3, 1829.....	Georgia.....	Georgia.....	Georgia.....	Savannah.
William L. Robeson.....	April 27, 1829.....	April 27, 1829.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	New Orleans.
Charles P. Tait.....	May 13, 1829.....	May 13, 1829.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Pensacola.
Richard D. Harris.....	May 6, 1829.....	May 6, 1829.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston.
John Laighton.....	April 24, 1829.....	April 24, 1829.....	New York.....	New York.....	New York.....	Portsmouth, N. H.
John T. Robertson.....	March 3, 1829.....	March 3, 1829.....	New York.....	Pennsylvania.....	Pennsylvania.....	Charleston, S. C.
Andrew Armstrong.....	April 24, 1828.....	April 24, 1828.....	Ireland.....	New York.....	New York.....	Lima.
Michael Hogan.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Valparaiso.
Richard M. Call.....	do.....	do.....	do.....	do.....	do.....	Gibraltar.
Loring, Brothers & Co.....	do.....	do.....	do.....	do.....	do.....	London.

Navy agents—15.

Naval register for 1830—Continued.

NAVAL STOREKEEPERS.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station, and salary.
Richard H. Ayer.....	May 1, 1829....	May 1, 1829....	.....	.....	.....	Portsmouth..... \$1,500
George Bates.....	Dec. 1, 1818....	Dec. 1, 1818....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Boston..... 1,700
Tunis Craven.....	March 15, 1813....	March 15, 1813....	New Jersey.....	New Hampshire.....	New York.....	New York..... 1,700
Robert Kennedy.....	.....	.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Philadelphia..... 1,200
Gabriel Galt.....	Nov. 14, 1822....	Nov. 14, 1822....	Virginia.....	Virginia.....	Virginia.....	Norfolk..... 1,700
Gary Solon.....	May 20, 1826....	May 20, 1826....	do.....	District of Columbia.....	District of Columbia.....	Washington..... 1,700
Robert Joyner.....	May 20, 1829....	May 20, 1829....	.....	.....	.....	Pennasola..... 1,700

Naval storekeepers—7.

NAVAL CONSTRUCTORS.

Samuel Humphreys, chief naval constructor.....	.....	Nov. 25, 1826....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Washington..... \$8,000
John Floyd.....	.....	.....	Massachusetts.....	New York.....	Maine.....	Portsmouth, N. H. 2,000
Josiah Barker.....	.....	.....	do.....	Massachusetts.....	Massachusetts.....	Boston..... 2,300
Samuel Hart.....	.....	.....	do.....	do.....	do.....	New York..... 2,300
William Doughty.....	.....	.....	Pennsylvania.....	District of Columbia.....	District of Columbia.....	Washington..... 2,000
Francis Grice.....	May 7, 1817....	May 7, 1817....	New Jersey.....	Virginia.....	Virginia.....	Norfolk..... 2,300
Charles D. Brodie.....	Jan. 13, 1826....	Jan. 13, 1826....	do.....	do.....	do.....	Pennasola..... 2,000
James Keen.....	Dec. 12, 1826....	Dec. 12, 1826....	.....	.....	.....	Philadelphia..... 2,000
Evan Bowles, agent for preservation of timber in Louisiana.....	May 5, 1821....	May 5, 1821....	.....	Louisiana.....	.....	..... 300

Naval constructors—7.

Naval register for 1830—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
Ships of the line—7.				
Independence	74	Boston	1814...	In ordinary, at Boston.
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H. .	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio	74	New York	1820...	In ordinary, at New York.
North Carolina ..	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware	74	Gosport, Va.	1820...	Ordered to the United States.
Frigates, 1st class—7.				
United States	44	Philadelphia	1797...	In ordinary, at New York.
Constitution	44	Boston	1797...	In ordinary, at New York.
Guerriere	44	Philadelphia	1814...	In the Pacific.
Java	44	Baltimore	1814...	In the Mediterranean.
Potomac	44	Washington	1821...	In ordinary, at Washington.
Brandywine	44	Washington	1825...	Equipping for a cruise.
Hudson	44	Purchased	1826...	Coast of Brazil.
Frigates, 2d class—3.				
Congress	36	Portsmouth, N. H. .	1799...	Receiving ship, Norfolk.
Constellation	36	Baltimore	1797...	In the Mediterranean.
Macedonian	36	Captured	1812...	In ordinary, at Norfolk.
Sloops-of-war—16.				
John Adams	24	Charleston, S. C. . .	1799...	In ordinary, at Norfolk.
Cyane	24	Captured	1815...	In ordinary, at Philadelphia.
Hornet	18	Baltimore	1803...	In the West Indies.
Eric	18	Baltimore	1813...	In the West Indies.
Ontario	18	Baltimore	1813...	In the Mediterranean.
Peacock	18	New York	1813...	In the West Indies.
Boston	18	Boston	1825...	In ordinary, at New York.
Lexington	18	New York	1825...	In the Mediterranean.
Vincennes	18	New York	1826...	In the Pacific.
Warren	18	Boston	1826...	In the Mediterranean.
Natchez	18	Norfolk	1827...	In the West Indies.
Falmouth	18	Boston	1827...	In the West Indies.
Fairfield	18	New York	1828...	In the Mediterranean.
Vandalia	18	Philadelphia	1828...	Coast of Brazil.
St. Louis	18	Washington	1828...	Pacific.
Concord	18	Portsmouth	1828...	Fitting out at Portsmouth.
Schooners, &c.—7.				
Dolphin	12	Philadelphia	1821...	In the Pacific.
Grampus	12	Washington	1821...	In the West Indies.
Porpoise	12	Portsmouth, N. H. .	1820...	In ordinary, at Norfolk.
Shark	12	Washington	1821...	In the West Indies.
Fox	3	Purchased	1823...	Used as a receiving ship at Baltimore.
Alert, store ship ..		Captured	1812...	Used as a receiving ship at Norfolk.
Sea Gull, galliot ..		Purchased	1823...	Used as a receiving ship at Philadelphia.

VESSELS OF THE UNITED STATES NAVY.

	In commission.	In ordinary.	Building at—	Ships of the line.	Frigates.	Sloops-of-war.
Ships of the line	1	6	Portsmouth, N. H.	1	1	
Frigates, 1st class	4	3	Charlestown, Mass.	2	..	
Frigates, 2d class	1	2	Brooklyn, N. Y.	..	2	
Sloops-of-war	12	3	Philadelphia	1	1	
Schooners, &c.	4	2	Washington	..	1	
			Gosport	1	1	
	22	16		5	6	

Recapitulation.

Rank.	Number in service.	Pay per month.	Rations per day.
Captains.....	37	\$100	8
Captains of vessels above twenty and under thirty-two guns.....		75	6
Masters commandant.....	39	60	5
Lieutenants commanding.....		60	5
Lieutenants.....	258	50	4
Surgeons.....	39	*	
Assistant surgeons.....	47	†	
Pursers.....	43	40	2
Chaplains.....	9	40	2
Passed midshipmen.....	41	25	2
Midshipmen.....	435	19	1
Sailingmasters.....	32	40	2
Boatswains.....	18	20	2
Gunners.....	20	20	2
Carpenters.....	16	20	2
Sailmakers.....	16	20	2
Schoolmasters.....		25	2
Captains' clerks.....		25	1
Masters' mates.....		20	1
Boatswains' mates.....		19	1
Carpenters' mates.....		19	1
Coxswains.....		18	1
Quartergunners.....		18	1
Quartermasters.....		18	1
Masters-at-arms.....		18	1
Armorsers.....		18	1
Stewards.....		18	1
Coopers.....		18	1
Cooks.....		18	1
Marine corps:			
Lieutenant colonels commandant.....	1	75	6
Captains.....	9	40	3
First lieutenants.....	24	30	3
Second lieutenants.....	15	25	2

NOTE.—Whenever any officer shall be employed in the command of a squadron on separate service, the allowance of rations shall be double during the continuance of such command, and no longer.

The commandant of the marine corps receives, in addition to his pay, for the forage of three horses, eight dollars per month each. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

21ST CONGRESS.]

No. 397.

[1ST SESSION.]

CLAIM OF A MIDSHIPMAN, CASHIERED BY THE SENTENCE OF A COURT-MARTIAL, TO RESTORATION TO HIS RANK IN THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 6, 1830.

To the honorable the Senate and House of Representatives of the United States of America:

The petitioner, Farnfold Green, late of the United States navy, respectfully sets forth:

That in the year 1822 he entered the service of the United States, as a midshipman, and continued in the said service until the 7th of December, 1827, when he was cashiered by the sentence of a court-martial, held at Philadelphia.

The petitioner, conscious of his perfect innocence of the charges made against him, and insisting upon the entire want of proof, sufficient to convict him, and having ascertained that power over his case resides in the legislative department of the government exclusively, prays that Congress will interfere in his behalf, and for his relief, by authorizing the President to restore him to his rank in the navy, or such other relief as they may deem proper.

* The pay of surgeons has been fixed, by a recent law, at from fifty dollars per month and two rations per day, to eighty dollars a month and sixteen rations, according to date of commission.

† Assistant surgeons, from thirty dollars and two rations, to forty-five dollars and eight rations.

The petitioner charges, in the first place, that the conviction was not sustained by the proof. Without urging any of the just causes of complaint, hereinafter specified against the witnesses who testified on the trial, he insists that, upon the record, he was entitled to a verdict of acquittal. The records of that court, on file in the Navy Department, a copy whereof accompanies this petition, is respectfully cited in proof of this point. In the second place, the petitioner claims that the sentence of the court, upon the charges which they found proved, was disproportioned to the offence, and excessive. The offences of which they convicted him, (even if truly charged) were not of so aggravated a nature as to call for a sentence of such extreme severity. They were not alleged to have been habitual, or even of common occurrence; they are only charged (however untruly) as occasional departures from decorum, and sudden ebullitions of resentment and temper. It is respectfully urged that, to punish such offences, even if proved, with the highest punishment known to the service, is grossly unjust to the individual, and injurious to the service; confounding offences of the most different degrees of guilt, and disregarding all the gradations of naval punishment. The petitioner, upon this ground, would have a right to urge, in favor of his claim for restoration, the disgrace already sustained, and the heavy punishment which the sentence has inflicted upon him, of two years of suffering and suspense.

In the third place, the petitioner would most especially solicit the attention of this honorable body to the character of the testimony upon which the conviction was had against him. By the records of the court, and the other proofs which the petitioner presents, together with this petition to this honorable body, it will be made manifest that all the testimony upon which he was convicted was tainted by party prejudices and personal animosity. Upon the record it appears that the language and conduct of the prosecutor, Lieutenant John White, towards the petitioner was so offensive and unbecoming, that the court-martial expressly certified it as ungentlemanly and unofficerlike, at the same time that *they condemned* this petitioner, upon his testimony, for feeling himself insulted by such treatment. This manner of treatment was so general and frequent that the petitioner found it his duty to report the said White to the Navy Department, and to prefer charges against him, which are now on file, for gross, tyrannical, and insulting deportment to the officers and men under his command. These facts, corroborated by the files of the Navy Department, serve to weaken the credit, by impeaching the disinterestedness of Lieut. White's testimony. This petitioner could expect from Lieutenant White, as the prosecutor, under all these circumstances, only what he received—a most persevering personal hostility.

The second witness in order is David Trusty, the negro servant of the prosecutor, and, as such, sharing his resentments, and under his influence. After the evidences upon which this trial was brought, he was discharged from the service of Lieutenant White, but afterwards, and previous to the trial, again taken into his protection, and continued there during the time in which he was attending as a witness. Besides these impeaching circumstances, his evidence is so strongly contradicted by other witnesses as to entitle him to no credit.

Between the third witness, Midshipman Mark Hale, and the petitioner, there had existed for a long time, as is shown by the accompanying papers, a personal controversy, which had not been, at the time of the trial, nor has been since, adjusted. Being on terms of such decided hostility, he must naturally be considered as a prejudiced witness, coloring his statement highly in accordance with his own feelings of resentment. So, also, with Dr. Kearney, of the navy, the fourth witness against this petitioner. Before the trial, this petitioner had with Dr. Kearney an angry personal controversy, arising out of the discussion of political subjects. This petitioner, irritated at the abusive manner in which the character of distinguished public men was treated by Dr. Kearney, expressed himself so indignantly as to provoke his personal resentment. The disgraceful method which Dr. Kearney took immediately thereon, in searching for some pretence upon which to do this petitioner injury, is fully shown in the correspondence herewith submitted, between this petitioner and C. W. Apthorp, Esq., of Charlestown, Massachusetts. He would simply remark, that a man capable of such petty malice, cannot be considered a fair and unimpeachable witness. The four individuals whose personal relations towards the petitioner have been thus briefly reviewed, are the only witnesses who speak against him to any material fact; and any intelligent man will not fail to perceive that most of these allegations are clothed in general terms, without specification to which he might reply.

Opposed to this prejudicial testimony, the petitioner produced officers and citizens who had known him, and messed with him for years, who bear a testimony, of which he is proud, to the uniform correctness of his conduct, as an officer and a gentleman, and who acquit him, with a weight of evidence which is irresistible, of any quarrelsome, insubordinate, or offensive conduct. To their testimony he has added the voluntary evidence of many citizens of the highest standing in his native State, many of whom are well known, as among the purest and best men in the country, who have known the petitioner from infancy, before, during, and since this unhappy affair, and who unanimously refute the unjust inferences drawn from the vague and unproved accusations of his enemies.

These testimonials, now in the hands of the Secretary of the Navy, will, he is sure, do much to remove any unfavorable impressions towards the petitioner, who is proud in the proof which they afford: That, with the exception of the unjust stigma of this sentence, for the removal of which he is now an urgent applicant, his life and character have been unimpeached and unimpeachable. It will also be perceived from these papers, that the petitioner went to trial under heavy disadvantages. A number of his most important witnesses were absent, having been sent abroad on the public service, contrary to his remonstrance, and to his great injury. He, however, confident of his innocence, went to trial, the unhappy result of which is before this honorable body.

It is for the correction of these errors, and the establishment of justice, for the vindication of his character, and the restoration of his rank in the service of his country, that this petitioner is now an applicant to the justice of Congress.

Respectfully,

FARNIFOLD GREEN.

Charges and specifications prepared against Farnifold Green, a midshipman in the navy of the United States.

CHARGE FIRST.—CONDUCT UNBECOMING A GENTLEMAN AND AN OFFICER.

Specification first. In this, that he, the said Midshipman Green, between the first day of December, in the year one thousand eight hundred and twenty-six, and the first day of June, in the year one thousand eight hundred and twenty-seven, on board the United States ship Independence, and at Charlestown and Boston, Massachusetts, has been repeatedly intoxicated, and has exposed himself in that situation.

Specification second. In this, that he, the said Midshipman Green, on the evening of the sixteenth day of December, in the year one thousand eight hundred and twenty-six, on board the United States ship Independence, was in a state of intoxication, making great disturbance in the ship, using violent and abusive language to the mess boy, and employing reproachful, provoking, and disrespectful language of and to his superior officer, Lieutenant John White.

Specification third. In this, that he, the said Midshipman Green, on the evening of the twenty-third day of December, in the year last aforesaid, was in a state of intoxication, and made great disturbance on board of the said ship Independence.

Specification fourth. In this, that he, the said Midshipman Green, on the evening of the thirtieth day of December, in the year last aforesaid, was in a state of intoxication, and employed towards his superior officer, Lieutenant John White, reproachful, provoking, and disrespectful language.

Specification fifth. In this, to wit: that, on the evening of the twenty-sixth day of December, in the year last aforesaid, he, the said Midshipman Green, then on the sick list, did leave the said ship Independence, and did continue absent all night, without the permission of his commanding officer; and did, upon his return, falsely state that he had the permission of the surgeon for such absence.

Specification sixth. In this, that he, the said Midshipman Green, on the morning of the twentieth day of January, 1827, on board the said ship Independence, did violently assault and strike one David Trusty, servant to said Lieutenant John White, with a club or bludgeon, without any cause or provocation.

Specification seventh. In this, that he, the said Midshipman Green, on or about the nineteenth day of January, in the year aforesaid, on board the said ship, the Independence, did prepare a club or bludgeon, for the purpose of assaulting and striking the said Lieutenant John White, and did post himself at the door of the mess room for the purpose of so assaulting and striking the said Lieutenant White, whom he expected would enter thereat.

Specification eighth. That, at the time and place mentioned in the sixth specification, he, the said Midshipman Green, did use towards the said Lieutenant White, his superior officer, provoking and reproachful words, gestures and menaces, placing himself in an attitude for boxing, shaking his fist in the face of said Lieutenant White, and threatening to crush him to hell.

Specification ninth. In this, that he, the said Midshipman Green, at the time and place aforesaid, after the said Lieutenant White had retired from the mess room, endeavored to procure a dirk from some of the other midshipmen, employing at the same time violent and threatening language in relation to said White.

Specification tenth. In this, that, at the time and place last mentioned, when he, the said Lieutenant White, had taken from the said Midshipman Green a jug of brandy in the mess room, he, the said Green, in an insolent and insubordinate manner, demanded of him, the said White, what right he had to come into the mess room at all, and what right he had to take his brandy away, and did continue to use towards said White, mutinous, provoking, and reproachful words.

Specification eleventh. In this, that he, the said Midshipman Green, on the night of the nineteenth of December, in the year one thousand eight hundred and twenty-six, on board the said ship, the Independence, did, without any authority, and without any sufficient reason therefor, take a sentinel from his post, and keep him on the spar deck for half an hour as a punishment.

Specification twelfth. In this, that the said Midshipman Green, on the second day of April, in the year one thousand eight hundred and twenty-seven, on board the said ship Independence, he, the said Green, in a mutinous and insubordinate manner, did advise and urge his brother officers to disregard the orders of Lieutenant White, their superior and commanding officer, by saying, "By God, go, don't mind him; I'll be damned if I would not go, and you are fools if you don't."

Specification thirteenth. In this, that he, the said Midshipman Green, on the third day of April, in the year aforesaid, on board the ship aforesaid, did use to Midshipman Hale provoking and reproachful words and gestures.

CHARGE SECOND.—DISOBEDIENCE OF ORDERS.

Specification first. In this, that, on the evening of the twenty-ninth day of December, in the year one thousand eight hundred and twenty-six, on board the Independence, when the said Lieutenant John White, the commanding officer, did send to him, the said Midshipman Green, an order to go on duty on board the United States ship Warren, he, the said Green, did refuse, omit, and neglect to comply with said order.

Specification second. In this, that on the night of the sixteenth day of December, in the year last aforesaid, when in consequence of the outrageous and insubordinate conduct of him, the said Midshipman Green, the said Lieutenant John White, his superior and commanding officer, did order him, the said Green, to desist from such improper conduct, and go quietly to his hammock, he, the said Green, refused, omitted, and neglected to comply with said order.

Specification third. In this, that on the night of the thirtieth day of December, in the year last aforesaid, on board the said ship, the Independence, when the said Lieutenant John White, his superior and commanding officer, did order the said Midshipman Green, then making a great disturbance in the ship, to be quiet and go to his hammock, the said Green did omit, neglect, and refuse to comply with such order.

Specification fourth. In this, that in violation of the express orders of the said John White, commanding officer of the said ship Independence, and of a general regulation of the said ship, he, the said Midshipman Green, caused and permitted a fire to be lighted in the mess room, after the officer of the deck had reported it to be out, to wit: on the thirty-first of December, in the year one thousand eight hundred and twenty-six; on the night of the eleventh day of January, in the year one thousand eight hundred and twenty-seven, and on the night of the nineteenth day of January, in the year aforesaid.

Specification fifth. In this, that on the second day of April, in the year one thousand eight hundred

and twenty-seven, he, the said Midshipman Green, in contempt of the order of his commanding officer, did leave the said ship *Independence*, without permission, and did continue absent during the whole night.

Minutes of the proceedings of a general naval court-martial, convened at the Navy yard at Philadelphia, on Thursday, the 1st day of November, 1827, pursuant to the warrant of the Hon. Samuel L. Southard, Secretary of the Navy, bearing date the 16th day of October, in the year aforesaid, and continued by adjournment, from day to day, till this 5th day of December, in the same year.

Present: Captain William Bainbridge, president; Captains Charles Morris, John Orde Creighton, Stephen Cassin, James Renshaw, Alexander S. Wadsworth, Henry E. Ballard, Master Commandants William B. Shubrick, David Connor, members; and Richard S. Coxe, judge advocate.

Farnifold Green, a midshipman in the navy of the United States, appeared in court to answer the charges exhibited against him; and being asked whether he had any objection to any of the members of the court, replied that he had none. He also requested permission to have the aid of counsel in the progress of the trial; to which the court acceded, subject to the usual restrictions.

The charges were then read by the judge advocate, annexed to the record, and marked A; to which the accused pleaded not guilty.

John White, a lieutenant in the navy of the United States, being duly sworn according to law, deposes and says:

Question. State if you please the circumstances referred to in the specifications, so far as they occurred within your knowledge.

Answer. On the 16th day of December, 1826, in consequence of its being reported to me that there was a disturbance on board the *Independence*, I went to the midshipmen's mess room, and inquired what the disturbance was. I was answered by some one whom I did not then know, "Who are you? you are the ghost; avaunt! thou ghost!" He followed me out on the main deck; it was Mr. Green; and said, "I'll let you know who I am; my name is Green, Farnifold Green, of North Carolina, and care for no northern officer." He said, "Who are you?" I answered, I would let him know to-morrow. I advised him to go to bed. Finding he was going on with abusive language, I quit him and went to the cabin; he appeared to me to be in a state of intoxication, which was the cause of my forbearance. The next morning, on my way to the office to report Mr. Green's conduct to Captain Crane, commandant of the station, I was overtaken by Mr. Green, who apologized for his conduct the evening before; in consequence of which I forgave him, on condition that nothing of the kind should again occur. We both returned on board the ship; I then directed Midshipman Justin, the executive officer, to make known to the midshipmen's mess that I had overlooked Mr. Green's conduct, on condition of his not offending again.

On the 23d of December I had company in the cabin, and heard a great disturbance in the mess room. I went into the mess room to ascertain the cause of the disturbance; I was accosted by Mr. Green with, "Who are you, and what right have you in my room?" I expostulated with him on his conduct, and directed him to be quiet, threatening to make use of coercive measures if he were not. He followed me out from the mess room, repeating a great deal of abusive language; I could scarcely understand what he did say. He then said, "I am Green, Farnifold Green, and ready to see you or any northern officer." I asked him in what way, he replied, "In any way;" and, after a pause, "in any way regarding duty; but, remember, I am Farnifold Green." I told him I thought he was blue Green; I believe he was then intoxicated.

On the night of the 19th of January I had company on board, who quit the ship about twelve o'clock; at about half-past twelve I was partly undressed, going to bed; my servant came in to me; in consequence of what he said, I went into the mess room. Mr. Green was up when I first went in; I told him his conduct had been of such a nature that he deserved a thrashing, but that his insignificance protected him. He answered, "You thrash me!" and threw himself into an attitude for boxing, and said, "now come on." He shook his fist in my face, and said, "I'll crush you to hell, by G—d!" I directed him to be quiet and go to his hammock; he refused, and made use of a great deal of ill language which I do not recollect; as I was in ill health and not dressed, I returned to the cabin to put on my clothes; I directly returned to the mess room, ordered him to dress and follow me. He opened two or three drawers, and was a long time poking about; after waiting some time he announced himself ready to follow me, which he did, upon the spar deck. When I came to the gangway, the usual post of the sentry, there was no sentry there. Finding no sentry there I returned with him, and saw him into the mess room; I then proceeded to the marine barracks, and requested Captain Harris to furnish me with a file of marines; he sent down a file of men, and Mr. Green was put under charge of one of them. I made my report the next morning, of the circumstances, to Captain Crane, who ordered me to suspend him; to confine him to his room; to keep a sentry constantly over him, and not to allow the sentry to quit him for a moment, and to see that he had no improper communication with any person. The orders were carried into execution. I thought Mr. Green intoxicated on this occasion.

On the evening of the 26th of December, I was sitting in the cabin writing. Mr. Green came in, and requested permission to go on shore, which I refused; told him he was on the sick list; he answered, then I can't go sir; I said, no sir, you cannot; he replied, in a very supercilious manner, it's very well sir. I answered, it is very well sir, and you cannot go; he then quit the cabin. I sent for him, the next morning, and inquired how he came to go out of the ship last night; and if he had the permission of the surgeon. He said he had. I told him Dr. Kearney told me he had no permission from him. He then said, he had reported his having been out to the surgeon's mate, when he returned.

I have not a distinct recollection of what occurred on the 30th December; I believe it was on that day I left the ship in charge of Lieut. Grant.

On the morning of the 20th January, after the orders of Captain Crane had been carried into execution, I found a jug of brandy on the table, in the mess room. I took the brandy; Midshipman Green, then under charge of a sentinel, abused me with insulting language, and asked me what right I had to take his brandy; told me I had no right in the mess room; it was his room; the next morning, I sent and intercepted a jug of brandy and cider.

On the 2d day of April, 1827, two of the midshipmen requested permission to go on shore, which I refused; on their return to the mess room, they stated that they had been refused permission to go on shore. I heard Mr. Green say, "Don't you mind him; go, by G—d! go; you are fools, if you don't go." I do not recollect which of the midshipmen it was; I believe Mr. Young was one of them; there were a great many midshipmen there at the time.

On the evening of the 29th day of December, as Mr. Green's name did not appear on the sick list, I inquired of the surgeon, if Mr. Green was fit to go to duty, who answered in the affirmative. I sent him a written order to go the next day on board the Warren; gave the letter to my servant. Mr. Green did not go.

There were written regulations, in respect to fires, on board the ship; but I have not them with me. I gave verbal orders to Mr. Justin, the executive officer of the ship, to have the fire put out, in the mess room, at nine o'clock; sometimes I would allow particular individuals to have a fire until ten, the officer to whom the privilege was given being responsible for its being extinguished at that time. On the morning of the 20th January, at half-past twelve in the morning, I found a fire burning in the mess room; nobody up in the mess, none but Mr. Green: I had it extinguished about two o'clock.

Cross-examined on behalf of the accused:

Question. You say that, on the morning of the 20th January, you reported to Capt. Crane the conduct of Mr. Green on the preceding night; repeat what you did report to Capt. Crane.

Answer. I reported the facts that occurred, and which I have here stated; but cannot recollect the particular language used.

Lieutenant White requested permission to remain in court during the trial, as the prosecutor of the charges; which the court allowed.

Mark Hale, a midshipman in the navy of the United States, being duly sworn according to law, deposes and says:

Question. State the circumstances connected with the specifications.

Answer. I cannot remember the particular dates of the transactions; I remember one night Mr. White came into the door of the mess room, and asked what the noise or disturbance was. Mr. Green asked, "Who are you sir.—are you the ghost?" Mr. White replied, "I will let you know to-morrow morning, by God." I do not remember anything more that passed on that occasion. I do not recollect whether there was a light burning in the mess room; I should think there was light enough to distinguish the person of one coming in, unless the hammocks should prevent it. On one previous evening Mr. White came into the mess room, and asked what the disturbance was. Mr. Green was sitting near the door in a chair. Mr. Green told Jack, the mess boy, to rub his feet. Some conversation passed. Mr. White, I think, asked Mr. Green what was the matter. He replied that his foot was cramped: presently he got up, and they both went out on the gun deck. On one night subsequent, I had been on deck till 12 o'clock, having the watch from 8 till 12 P. M. I was relieved, went below, and turned in on a settee, near the mess room door. Mr. Green was sitting near the stove when I went in: there was fire in the stove. Mr. Green had a stick in his hand, about a foot or two in length; presently some one came to the door and knocked. No one bid him walk in. Mr. Green was then standing near the door. The person opened the door, and Mr. Green threw the club towards the door. I soon discovered, by the voice, that it was David Trusty, Mr. White's servant. He said, "Take care, sir," and turned and went away. Mr. Green immediately turned into the cot, which was swung on the other side of the door, with Midshipman Justin. Mr. White and Trusty came into the mess room immediately after. Mr. White had a lamp in his hand, and asked where is he? Trusty pointed to the cot where Mr. Justin and Mr. Green were, and said, that is the man, I would take my oath of it. Mr. White asked if it was Mr. Green, and Trusty replied, yes sir. Mr. Green raised himself in the cot and said, prodigious! Mr. White then, I think, told him to prepare for a watch. Mr. Green got up and begun to put on his clothes. While putting them on, Mr. White said, I came in for the purpose of giving you a damned thrashing—but look upon you with too much contempt to do it. Mr. Green replied, you dare not do it, and, I think, placed himself in an attitude of defence for boxing: told him if he did do it he would crush him to hell, by God. Some little conversation passed, which I do not particularly recollect. I think, Mr. Green asked Mr. White, if he had to stay on deck, he wished to know what dress to put on. Mr. White told him to prepare himself for a long watch on deck. The night was cold. They went together out of the room, and in a few minutes Mr. Green returned, and, I think, then turned in. The first night that I have spoken of, in point of time, when the boy was rubbing Mr. Green's leg, Mr. Green went to some one, I think Mr. Key, and asked him for a dirk; he did not state for what purpose—nor do I know whether he obtained one. The night that Mr. White came with Trusty, there was a jug of brandy on the table, which Mr. White took, and either carried out or sent by Trusty. After he had done this, Mr. Green asked him what right he had to come into his room and carry off his brandy. Mr. White told him, that did not concern him, or gave him some indifferent answer. He then went on, as I have stated before, dressing, and went on deck. Nothing, I think, was said that night about a dirk. I remember Mr. Green's being arrested, and put under charge of sentry. There was no sentry in the room when the jug of brandy was taken. I cannot say whether there had been any one over him.

The fires were required to be put out in the mess room at nine o'clock in the evening, unless by special permission of the commanding officer; whenever this was not done, Mr. White would remark, that such were his orders. The night that I saw Midshipman Green sitting by the stove, I had reported to Mr. White the fires out at nine o'clock. I know of no other evening when Mr. Green had fire without permission. On the 3d of April, a messenger had been sent to me from the spar deck. Mr. Green stopped the boy at the door, and directed him to get a chair for him. He said he had a message for Mr. Hale. Mr. Green repeated his order for him to go below and get him a chair. I was sitting at the table, eating dinner. Presently the boy returned with the chair, and told me Lieutenant Bruce, officer of the deck, wished to see me on deck. I asked him why he did not deliver the message earlier; he said Mr. Green would not let him. I turned to Mr. Green, and told him I would thank him not to intercept messages when they were sent to me by any person. He replied that if he had offended me he would give me any satisfaction I chose. I told him he had not offended me in the least; and repeated that I would thank him not to intercept messages that were sent to me. Mr. Green rose from the table, advanced towards me, and said: None of your damned presumption—your damned Yankee *Iarmount* presumption. I told him that I had presumed nothing, and that he must not think of frightening me, for he would have

more than he could do. He then advanced still nearer to me, shook his finger very near my face, and said, you are a fool, then turned away, and I think, repeated the same expression. I then told him I should report him, as it was the only satisfaction I could obtain, and did report him. Mr. Green left the ship; the next day he received a communication from the Secretary of the Navy, which he said was a permission to leave the ship.

Cross-examined, on behalf of the accused:

Question. Do you recollect any verbal order to Mr. Green, or any general verbal order, that the fires should be put out at a particular hour?

Answer. I do not know of any general verbal order, or that they were ever given to Mr. Green.

Ques. (By the court.) Was the general written order relating to fires hung up in any public part of the ship?

Ans. Yes; it was put up with wafers in the mess room.

Ques. On any of these occasions you have specified, was Mr. Green sober or intoxicated?

Ans. On the first occasion in point of time, I thought him very much intoxicated; on the other occasion, I cannot say that he was. The day following the first occasion, I cannot say he was sober.

Ques. When you returned from the deck, on the night you mention, finding a fire in the mess room, who was in the mess room at the time?

Ans. I do not recollect the names of the officers who were present, except Mr. Justin. There was no one sitting up but Mr. Green. There were others in the room, but they had all turned in. On the first occasion I have spoken of, when the boy was rubbing Mr. Green's feet, the mess boy was frightened by Mr. Green, and went out on the gun deck and hid himself. Mr. Green called him, but obtained no answer; he then called the master-at-arms; told him to find Jack. The master-at-arms found Jack, and brought him in. Jack came in and said to me that Mr. Green wanted to kill him, and wished me to take care of him. I told him no one would hurt him; to keep still. After the boy had come in, Mr. Green told him, if he did not stay by him, he would dirk him. On this evening, I saw Mr. Green drink very freely, and, as I have already mentioned, I believed him to be intoxicated. The boy's name was John Van Dreest, a black boy.

Ques. (By the accused.) Was the threat to dirk the boy before or after Mr. White came in?

Ans. I think it was before.

Ques. Had the boy been rubbing Mr. Green's feet before or after the threat to dirk him?

Ans. I think before.

David Trusty, a black man, servant of Lieutenant White, being duly sworn, according to law, deposes and says:

Question. Do you remember going, one night last winter, into the mess room of the Independence, by orders of Lieutenant White? State what occurred.

Answer. One night Mr. White sent me into the room to carry a letter for Mr. Green. Mr. F. Green asked me who the letter was for. I said it was for big Mr. Green—there were two Mr. Greens on board; I had forgotten his first name at the time. He told me to hand it to him. I did so. The next thing was, he inquired what my name was. I told him my name was David Trusty. He asked what Mr. White sent that letter for. I said I did not know what was in it. He said I guess your name is Mr. Black; and then I went out.

On another time, I was sent by Mr. White to the mess room, to get Charles Green's hammock. I rapped at the door twice or three times. No person answered me. I shoved the door open to go in; Mr. Farnfield Green was standing partly aside of the door. There was a light in the room so that I could see; I saw him making a blow at me—raised my arm, and received the blow on the arm; it was with a stick. The stick broke over my arm; part of it flew over my shoulder. Mr. Green then walked among the hammocks which were hanging in the mess room. I looked at him, to be satisfied who he was, and went into the cabin to tell Mr. White. I went back with Mr. White to the room; we looked around when we first got in, and did not see any person, but presently found Mr. Green lying aside of Mr. Justin on a cot. He had no bed-clothes over him. Mr. White asked me if I would swear he was the person that struck me. I told him I would. Mr. White asked him what he was doing there. One word brought on another; after a while Mr. White told Mr. Green he had been tempted to thrash him, but that he would not condescend to do it. Mr. Green made answer, to thrash me—to thrash me, repeating it two or three times, and at the same time, raising his hand, said, I'll crush you to hell, by God. Mr. Green had got up out of the cot, and was standing in the room; he was not dressing himself, or doing anything. I cannot recollect what occurred after that—I went into the cabin, leaving Mr. White behind.

I was, at the time, the servant of Mr. White, in the service of the United States, whom I left on the 3d of June. I met Mr. White on the 7th or 8th of November, in New York, and am now with him in his service.

John L. Spencer, a midshipman in the navy of the United States, being duly sworn, according to law, deposes and says:

Question. Were you on board the United States ship Independence, under the command of Lieutenant White, during the last winter?

Answer. Yes, as a midshipman.

Ques. State what you know of the circumstances referred to in the present specifications.

Ans. I do not recollect to have seen Mr. Green intoxicated within the period mentioned in the first specification. On one occasion I had been asleep and was waked. Mr. White was speaking, and said he had come with the intention of giving Mr. Green a thrashing, or had a mind to do so, or something of that kind. Mr. Green made some reply; what it was I do not recollect. Mr. White said afterwards he would not commit himself. Mr. White ordered Mr. Green immediately on deck. I do not recollect of anything further. The sentry was not placed over Mr. Green till next morning.

I heard Mr. Green on the same night ask Mr. White what he took out of the room. Mr. White replied, a bottle of brandy—heard nothing more. It was about twelve o'clock that the brandy was taken.

Samuel Penhallow, a midshipman in the navy of the United States, being duly sworn, according to law, deposes and says:

Question. Were you attached to the Independence last winter?

Answer. Yes.

Ques. State such circumstances as you know of connected with the specifications.

Ans. I cannot remember what passed when Mr. White came into the mess room. I was not there when Trusty was struck. I was present at the time of the conversation between Mr. Hale and Mr. Green—cannot say what passed. When off duty I was generally reading. I do not know anything of the first specification.

The court adjourned till 2 o'clock to-morrow morning.

THURSDAY, December 6.

The court met pursuant to the adjournment of yesterday. Present: as before. The proceedings of yesterday were read.

Mark Hale again called:

Question. Did Mr. Green throw the stick at Trusty, or strike him with it?

Answer. I thought he threw it; whether it hit him I cannot tell.

Ques. Do you remember anything of the stick before Trusty came to the door, and what Mr. Green said about it?

Ans. I remember seeing Mr. Green pounding upon the deck with it before Trusty came. He said if the ghost came again he would beat his brains out. Who he meant by the ghost I do not know—I never knew him to apply the term to any one.

Ques. Were you on board the Independence one evening when Mr. Cornwall expostulated with Mr. Green about having a fire after 9 o'clock? State what passed, and, as nearly as you can, when it occurred.

Ans. I remember one evening when Mr. Cornwall, Mr. Key, and myself had been at a wedding; I think it was the 11th of January; we came on board, I think, between 11 and 12 at night; found on deck Mr. Green and a midshipman, the officer of the deck, and I think we all turned in excepting Mr. Green. There was a fire in the stove when we came on board. Mr. Green presently went to put more wood in the stove. Mr. Cornwall, who was the executive officer at the time, told him it was against the orders of the ship to make a fire, and said something about the other midshipmen taking advantage of him while in the execution of his duty; and told Mr. Green that no gentleman would take that advantage. Mr. Green replied, "If you say I am no gentleman you lie, sir." Some other conversation occurred which I do not particularly recollect, and I believe the fire was extinguished.

Cross-examined:

Ques. Where was Mr. Green standing when Trusty came in, and when he threw the stick?

Ans. As nearly as I can recollect he was standing about six or eight feet from the door, and in front of it.

Dr. John A. Kearney, surgeon in the navy of the United States, being duly sworn according to law, deposes and says:

Question. Were you attached to the station at Charlestown, Massachusetts, during the last winter, as the surgeon?

Answer. I was.

Ques. Do you recollect Mr. Farnifold Green's being on the sick list on or about the 26th of December last?

Ans. I do not remember particularly the date, but about that time he was on the sick list.

Ques. Did he apply to you for, and obtain permission from you, to go on shore on the 26th of December?

Ans. No.

Ques. Did you see Mr. Green repeatedly, during the last winter and spring, on board the Independence and at Charlestown and Boston?

Ans. I have seen him on board the ship and at Charlestown repeatedly.

Ques. What do you know in relation to the first specification of the first charge?

Ans. I know nothing personally of the transactions on board the Independence; I lived in the same house at Charlestown with Mr. Green, but in a different mess. I have seen him intoxicated during the period embraced in the specification. Once I saw him carried, by the servant, by the room where I messed with some other officers, to bed. We were attracted by the noise made in taking him.

Cross-examined on behalf of the accused:

Ques. Did you go out of your room when Mr. Green was taken by?

Ans. I went to the door, opened it with the other gentlemen, saw what I have stated, and returned.

Ques. Do you know how Mr. Green had been engaged; whether dining with company, or not?

Ans. I do not know.

Charles F. Kiander, a private in the marine corps, being duly sworn according to law, deposes and says:

Question. Were you on board the Independence, as a sentry, on the 19th of December last?

Answer. I was, on some night in December, near Christmas.

Ques. Were you taken from your post; by whom, and what occurred?

Ans. I was posted at the cabin door, from 12 midnight. At half-past 12, a boy was passing up the ladder; I beckoned him to come to me; I asked him if he could have the goodness to give me a drink of water. He went upon deck, and presently a midshipman came to me, asked me where the corporal of the guard was. I told him he was somewhere forward in the ship, and I could not call him loud. I suppose the midshipman himself found out the corporal, for when he came to me, he asked what I had been doing; he was ordered to relieve me. I answered, I asked the boy, as he was passing by, for a drink of water. I was then relieved, and brought upon the spar deck, before the officer of the deck. I do not know who

the midshipman was that came down to me; it was not Mr. Green. I stood at the fire rail till 2 o'clock; when I was taken, by order of Mr. Green, to be put on post at the larboard gangway, on the spar deck.

Lieutenant White, again called:

Question. Look at the papers shown you; were you present when these depositions were taken? State how they were taken, and where was Mr. Green?

Answer. The one I hold in my hand, (the deposition of Van Driest) was taken in the cabin of the Independence. I was present.

The accused submitted a paper, which he stated he had drawn up in the presence of the justice of the peace, at the time of taking the various depositions, which the judge advocate had stated his intention to offer in evidence; which was read, annexed, and marked (1.)

The judge advocate stated to the court, that, under the circumstances which now presented themselves, he should withdraw all the depositions, and rest the testimony.

The defendant offered in evidence the depositions of Midshipmen McKinstrey, Hooe, and Justin; the same having been taken by an order of the Secretary of the Navy, dated 18th February, 1827, and severally taken in the presence of Lieutenant J. White, the prosecutor, and by him cross-examined. The said order of the Secretary is herewith offered to the court; read, annexed, and marked (1 A.)

The judge advocate stated that the depositions of witnesses, taken in this manner, can only be received in evidence by consent; and the paper just presented by the accused, amounts, according to his view of it, to a protest against all such depositions, and cannot be considered as consenting to the introduction of any of them. And although the accused has, so far, availed himself of the right which he reserved, as to object to the depositions of other witnesses, taken at the same time, and when he was duly notified of the intention to take such evidence; yet, the judge advocate will waive all objection to their introduction, and consent to their being read.

The court decided to receive the depositions under the suggestions that had been made.

The accused then read in evidence the deposition of Midshipman Justin, annexed, and marked (2); of Midshipman McKinstrey, annexed, and marked (3); of Midshipman Hooe, (4); of John Tufts, (5); of Leonard M. Parker, (6); of Dr. Kemmon, (7).

Francis S. Key, a witness, produced, sworn, and examined, on behalf the accused, deposes and says:

Question. Were you on board the ship Independence, lying at Charlestown, during the last winter and spring, and in what capacity?

Answer. I was on board for three or four weeks, as a midshipman. I joined the ship early in January.

Ques. Relate your knowledge of the circumstances set forth in the charges and specifications against Mr. Green, and of his general conduct and character on board the ship?

Ans. I have known Mr. Green for a number of years, and never knew him to be intoxicated. I knew nothing of the circumstances of Trusty being struck, further than that there was a stick thrown, which fell inside of the steerage, against the bulk-head. I was in my hammock, and cannot say who threw it, or at whom it was thrown. I know nothing of Mr. Green's preparing himself with a club, or posting himself at the door, for the purpose of striking Mr. White. I remember one night Mr. White came into the room; he told Mr. Green he came there for the purpose of giving him a damned thrashing. Mr. Green posted himself in an attitude for defending himself; as for putting his fist near Mr. White's face, I did not see it. Mr. Green said, as nearly as I can recollect his words, "By heaven, sir, you dare not thrash me." There was some conversation passed; I do not recollect whether or not Mr. Green used the expression that he would crush him to hell; I laid down in my hammock, and took but little notice of what passed. I was asleep when Mr. White came in, and the first words which I particularly remember, were what I have stated. Mr. Green came to my hammock, and asked me if I thought him intoxicated? Mr. White had accused him of being intoxicated. I said no. Whether this was before or after what I have stated, I do not recollect. I also recollect Mr. White directing Mr. Green to go on deck. Mr. Green asked him what he was to go on deck for? how he was to dress himself? I do not recollect the language used by Mr. White in reply; the substance of it was, that he was to prepare himself to spend a cold night on the spar deck. Mr. Green went on deck with Mr. White, and after a few minutes, returned to the steerage. I think a guard of marines was then sent for, and one of them posted near the mess room on the gun deck. I do not know of Mr. Green saying anything about a dirk, after his return to the room; he made no noise, and what he did say was in a low voice. I do not remember anything of the taking of the jug of brandy. On one evening I had been to a wedding; on my return it was very cold, and I made a fire. Mr. Cornwall jumped up, ordered Mr. Green to put it out, and threw water on it. I told him I made the fire. It was a general habit on board the ship to make fires, and I do not know that one of the officers did it more frequently than another. I have no particular recollection of any officer making a fire except in the instance I have mentioned, when I made it.

Ques. After Mr. White threatened to thrash Mr. Green, did you hear him say he would not commit himself?

Ans. I think he remarked to Mr. Green, he was trying to get him to commit himself; but that he would not commit himself.

Ques. (By the court.) How long before the conversation between Mr. White and Mr. Green, which you have related, had the stick been thrown?

Ans. I do not recollect whether it was that night or not.

Ques. When you returned from the wedding the night you have spoken of, where did you see Mr. Green on your first getting on board?

Ans. I cannot positively say; I think it was below.

Ques. Are you certain that you saw a stick thrown at the time you have mentioned, or did you hear one had been thrown?

Ans. I did not see the stick thrown. I distinctly remember hearing it strike the bulkhead, and fall inside of the mess room.

Ques. Did you hear any one at the door at the time?

Ans. I do not recollect.

George W. Palmer, a surgeon's mate in the army of the United States, being duly sworn according to law, deposes and says:

Question. Were you on board the ship *Independence*, at Charlestown, during the late winter or spring, and in what capacity?

Answer. I was on board in the capacity of assistant surgeon from December 20th till June. I lived on shore.

Ques. Relate what you know of the matters in the charges and specifications of Mr. Green.

Ans. I do not know of his being intoxicated; he may have been excited. I remember two instances when I thought him excited; once was an evening when I was on board the ship, with a good many officers. Something was said about a ghost. I do not know how far the term intoxicated extended. He conversed regularly—he had the use of his reason and limbs. There was company on board; we had all been drinking more or less. The other occasion was in Boston, when we met Mr. Jones, from New York, when I think Mr. Green might have been excited by wine. It was at the Exchange Coffee House. I think we did not dine there. There was several of us there, and we drank some wine. Mr. Green walked to the boarding-house, a distance of from half to three-quarters of a mile, or more. It was in a public sitting-room attached to the dining-room. There was no riotous or disorderly conduct. On the first occasion I have mentioned, Mr. White came into the room—I think it was after ten o'clock—the room was somewhat dark—Mr. Green was still up. As Mr. White came in Mr. Green said, "Who are you?" and perhaps repeated the question. I believe I was not in bed yet. Mr. White, if I recollect right, then advanced a little, and said, "Damn you, sir, I'll let you know," or something to that effect, and left the room. Mr. Green, I think, said, "Avaunt, thou ghost!" whether as Mr. White came in, or as he left the room, I cannot recollect.

Cross-examined:

Ques. You have mentioned that Mr. Green walked from the Exchange Coffee House to the boarding-house on that occasion; did he walk without assistance, and how did he get to bed?

Ans. We walked home together, arm in arm. I gave him no assistance, because I had been drinking as much wine as he had. He went to bed with me without assistance; it was about 11 P. M. when we went home.

Ques. You have said something was said about the ghost on board the ship; was there anything more said than you have mentioned?

Ans. I do not remember.

Ques. Do you know who was alluded to by the term ghost?

Ans. I do not remember ever hearing Mr. Green say, or any other person in Mr. Green's presence say, who was alluded to.

Ques. (By the court.) How came you to remain on board the ship the night you have spoken of?

Ans. I was invited to do so by some one of the gentlemen on board.

Joseph S. Cornwall, late a midshipman in the navy of the United States, a witness, produced, sworn, and examined on behalf of the accused, deposes and says:

Question. Were you on board of, or attached to the ship *Independence*, during the last winter and spring? How long, and in what capacity? Relate all you know of the matters mentioned in the charges and specifications against Mr. Green.

Answer. I was there during the last winter, a midshipman, as executive officer under Mr. White. I went on board the *Independence* during the months of December and January. I cannot say whether during the whole time. I knew Mr. Green, and did not know him to be intoxicated and expose himself during the time mentioned. On one occasion, in the month of December, when Dr. Palmer was there, I thought Mr. Green somewhat excited, but by no means intoxicated. That was the only instance I know of. I saw very little of Mr. Green on shore. We messed in the same room until the midshipmen of the *Java* came on board. I was a messmate of Mr. Green about three or four months. About the middle of December we had a number of gentlemen on board the ship—it was the same evening I have already spoken of. Mr. White allowed us lights and fires after the usual hour; whether ten or eleven o'clock I do not remember. He requested me to see them out at the hour mentioned. I saw them out, and turned into my hammock. As I was dozing, was awakened by the voice of Mr. Green, saying, "What ghost is that?" He again said, "Avaunt, thou ghost!" Mr. White stepped forward to the stove; seeing him step forward I rose in my hammock, and said, "Mr. White, the fire is out." Mr. Green asked him, "Who are you, sir?" (Mr. White had a cloak wrapped around him.) "Are you the ghost that has been cruising about the ship for some time past?" Mr. White then said, "By God, I will let you know to-morrow morning." This he said as he was going out of the door, which he slammed to as he went out. Mr. White left the room in a great rage. I was not on board when Trusty was struck. On one occasion, in January, I had been to a wedding. After I returned I turned into my hammock; partly asleep, I awoke up, and found a fire burning in the stove. I saw Mr. Green and Mr. Key standing near the stove. I supposed Mr. Green had made the fire, as Mr. Key was a stranger on board the ship, having joined her but a few days before. I said, Mr. Green, what do you mean by kindling a fire at this hour of the night? Put it out immediately. He told me he did not think proper to put it out. I jumped out of my hammock, seized a basin of water, and extinguished the fire myself. Mr. Key then told me I was mistaken, that it was not Mr. Green, but himself who had kindled the fire.

Ques. (By the court.) Did you ever hear Mr. Green, or any other person in his presence, say who was alluded to by the name ghost?

Ans. I never did. There was a common saying in the steerage there was a ghost. I do not know who was meant. I once thought, when I first joined the ship, it was meant for me.

Ques. Did Mr. Green follow Mr. White out of the mess room after he had said, "Avaunt, thou ghost?"

Ans. No.

The accused stated that he had no further evidence to lay before the court.

The court adjourned till one o'clock to-morrow.

FRIDAY, December 7.

The court met, pursuant to the adjournment of yesterday. Present: as before.

The proceedings in the case were read.

The accused presented his defence, which was read, annexed, and marked B.

The court was cleared to deliberate upon the case; and, having maturely considered the charges, the evidence, and the defence, is of opinion that the first specification of the first charge is proved, with the exception of the word "Boston;" that the second, third, fifth, sixth, eighth, eleventh and thirteenth specifications are fully proved; and that the tenth specification is proved, with the exception of the word "mutinous;" that the fourth, seventh, ninth and twelfth specifications are not proved. The court does adjudge and declare that the accused is guilty of the first charge. The court is also of opinion that the second specification of the second charge is proved, and that the other specifications thereof are not proved; and it does therefore adjudge and declare the accused guilty of the second charge.

The court does sentence and adjudge the said Midshipman Farnifold Green to be cashiered.

Remarks.

The court considers itself as in duty bound to express its marked disapprobation of the language used by Lieutenant White towards the accused, particularly that which he is proved to have employed on the night of the 19th January, 1827, which the court considers to have been exceedingly unofficer-like and improper.

WM. BAINBRIDGE.
CHARLES MORRIS.
JOHN ORDE CREIGHTON.
STEPHEN CASSIN.
JAMES RENSHAW.
ALEX. S. WADSWORTH.
HENRY E. BALLARD.
W. B. SHUBRICK.
D. CONNOR.

RICHARD S. COXE, *Judge Advocate.*

The sentence of the court is approved.

J. Q. ADAMS.

DECEMBER 17, 1827.

The court adjourned until ten o'clock to-morrow morning.

WM. BAINBRIDGE, *President.*

B.

Defence of Midshipman Farnifold Green.

The charges, with their specifications, exhibited against the accused, are of a character to inspire him with the most painful anxiety. They would disgrace him as an officer and degrade him as a man; and, however conscious of innocence, he well knew his case must be here decided by the evidence; and he could not anticipate what the enmity and industry of his prosecutors might procure to be testified against him. The evidence is now closed, and everything has been seen and heard which could be obtained to fix guilt and dishonor on the accused; and he trusts he has not fallen into self-delusion in confidently adopting the belief that the proofs have fallen far short of the accusations, and that the charges stand disproved, or unsupported, with perhaps one exception of comparative insignificance.

Being now called upon to make his formal defence before this honorable court, he will endeavor to do it with as much perspicuity and brevity as the variety and number of the charges, and the complication of the testimony will admit. The better to accomplish this design, the accused will not make his answer to the several specifications in the manner and order in which they are exhibited—for it will be found the same charge is repeated in many of them—but will take up the offences of which he is accused separately, and apply the evidence to each in turn.

He begins with the charge of *intemperance*, as being that which most interests his character and feelings. The man who is the slave of this base and odious vice is unfit for public confidence, for private respect, or for social intercourse. For many other offences we may plead the power of our passions, sometimes too strongly tempted or provoked; but habitual drunkenness is voluntary and deliberate brutality, and founded on the grossest moral depravity, and an utter extinction of honor and shame. Against such a charge the accused will be permitted to defend himself with uncompromising pertinacity; and he trusts the court, viewing its enormity as he does, will require the most unequivocal and irresistible evidence before they will irrevocably fix it upon him.

The charge of drunkenness appears in the following forms; each shall be distinctly noticed:

First. It is a charge that the accused, "between the first day of December, 1826, and the first day of June, 1827, on board the United States ship Independence, and at Charlestown and Boston, Massachusetts, has been repeatedly intoxicated, and has exposed himself in that situation."

Second. That, on the 16th of December, 1826, on board of the Independence, he was in a state of intoxication, making a great disturbance.

Third. That, on the evening of the 23d of December, 1826, he was in a state of intoxication, and made a great disturbance, without saying where.

Fourth. That, on the evening of the 30th December, he was in a state of intoxication, without saying where.

It must be observed that the three specified instances of intoxication are all included within the period mentioned in the first and general charge, and we may, therefore, conclude that these three instances were all that were in the contemplation of the prosecutor, or expected or intended to be proved by him. The court then have a period of six months, during which three instances only of intemperance are asserted.

A question here arises of no inconsiderable importance to the officers of our navy, and the decision of which may deeply affect many worthy men and meritorious officers. What is the meaning—the just, practical, adopted meaning—of the article which declares that any officer who shall be guilty of *drunk-*

enness shall be cashiered, or suffer such other punishment as a court-martial shall adjudge? Has anybody ever imagined that this heavy penalty was to be inflicted for an occasional act of indiscretion, under the excitement and example of a convivial company of friends, before whom an *exposure*, in the proper sense of the term, could not be made; that is, such an exposure as would disgrace the service? Let the man throw the first stone who has done no more than this. If the officers of our navy were to be degraded and cashiered for an exhilaration of spirits of this description, who would have escaped? I fear that many a one, whose high deportment and dauntless valor have given victory and imperishable honor to our country, would have been nipped and blasted in the bud, and sacrificed, together with all their usefulness, to the indiscretion of a youthful frolic. Such is not the true meaning and understanding of the law; nor do the words justify such a construction. The offender must be guilty, not of having *been drunk*, but of *drunkenness*, as a confirmed vice; an habitual practice; by which he exposes himself and the service of his country to public contumely and dishonor. In the same sentence of the same article, *profane swearing* is forbidden, and the same punishment inflicted on it. But, would not the prosecutor in this case think himself most unjustly dealt with if he were cashiered for the occasional oaths proved upon him in the course of the evidence in the case, or on any other occasion?

Another remark offers itself here, which I will take the liberty to utter. The court have seen with how little moderation; with how little command of temper; with how little of the dignity of an officer, or the refinement of a gentleman, the prosecutor has conducted himself throughout this business. His violence of passion, his coarseness of language, his insufferable menaces, are testified by every witness. And do they afford no apology, no palliation for the corresponding emotions they excited in a young, and perhaps, rash mind? When officers, high in rank, and advanced in years, fail in the respect which is due to themselves and their stations—what will you require of the hastiness and inexperience of youth? Does the superior officer believe he is to support his authority and respect by his power alone, while he violates the duties he exacts from his inferiors? If I read the law of Congress right, the commanders of ships are strictly enjoined and required to show in *themselves a good example*. The highest officer as well as the lowest, is denounced if he is guilty of oppression or profane swearing; or if he shall quarrel or use provoking or reproachful words, gestures, or menaces. How has Lieutenant White answered to these demands of the laws of his country?

While I have endeavored to put a reasonable and practicable construction to the article prohibiting drunkenness, I by no means admit any limitation of it was necessary to the defence of the accused. In no sense of the word *drunkenness* has it been proved. It may be material to remark, that this is the term used in the law, and not *intoxication*, the word introduced into the charges.

Has drunkenness been proved? This will be decided by the evidence taken altogether. It is needless to say that the general charge of repeated intoxication on board the Independence, and at Charlestown and Boston, has not had the shadow of support. But was the accused *drunk* at the times specified, that is, on the 16th, 23d, and 30th of December? The first witness was Lieutenant John White, and I may say that if he had shown as much coolness and propriety on board his ship as he did here, the court never would have been troubled with this trial.

I mean now to refer to the evidence of Mr. White, only as it relates to this charge.

I hope it did not escape the observation of the court, that when Mr. White had finished his account of the transaction of the night of the 16th December, he had informed the court that he had quitted Mr. Green, and gone to his cabin, without saying a word of Mr. Green's having been in a state of intoxication; when, on a question from the judge advocate, he went on to say, that he *presumed* he was in a state of intoxication; that he appeared so to the witness. I mention this to show that this intoxication was not so strong or clear in his recollection as it would have been, had it been of a very decided character. If Mr. Green had been absolutely drunk on that occasion, it could not have required a pointed question to remind the witness of it. But when his attention is, very properly I admit, called to it, what does he say? Assuredly he speaks in doubtful, equivocal language, not of a fact, but of appearances, which, in his irritation, may have deceived him; and this is rendered the more equivocal, from the darkness of the room at the time, as testified by several witnesses. What the appearances were that induced Mr. White to think Mr. Green was intoxicated, he has not explained. His color and countenance certainly could not be discerned; and no conversation passed between them, from which any such inference can be drawn. Taking then the testimony of Mr. White by itself, without now adverting to the negative proof, will the court feel justified in convicting the accused of drunkenness? or of having been drunk on the occasion, on evidence so entirely loose, conjectural, and unsatisfactory? Has Mr. White sworn he was drunk? Has he so sworn it, that if Mr. Green could prove by a thousand witnesses he was sober and untouched with liquor, Mr. White could be accused of perjury? Certainly not. Mr. White would triumphantly reply to such an accusation, I never said he was drunk. I spoke of presumption—of an opinion drawn from appearances; and who can say such was not my opinion?

We now come to the second specific charge of intoxication, to wit: on the 23d of December. (This is Mr. White's account of it.) He is here still weaker than on the former occasion; merely saying at the end of his narrative, "I believe he was intoxicated." From what facts or circumstances this belief was derived, was not explained; and the whole charge rests merely and solely on the expression of the belief of a witness, certainly not disposed to put the kindest construction on the conduct of Mr. Green. Perhaps, as Mr. White had been entertaining his own friends in his cabin, on this evening, he felt a little more charity for the excitement of Mr. Green than at other times. Such, however, is all that is said by Mr. White in support of the charge of being drunk on the night of the 23d of December. I should insult the court were I to suppose for a moment they could consider this alleged instance of intoxication to be proved. No evidence is recollected to support the charge in the fourth specification. Mr. White says he has no distinct recollection of that night; and he stated nothing. Thus, of the three specified instances of intoxication, two only are attempted to be supported; the third is abandoned; and we trust the others will be equally disregarded.

After narrating the transactions of the night of the 19th of January, Mr. White, on a question from the judge advocate, at the very close of his transaction, added, in the same cautious language, "I thought him intoxicated." It is proper here to remark that, although the occurrences of the night of the 19th, or the morning of the 20th of January, form the subject matter of the specification, yet in neither of them is intoxication alleged or charged. There is no specification, under any of the charges, of intoxication on that night; and it is presumed it will not be attempted to introduce it under the general specification, which charges *repeated* intoxication between the 1st of December and the 1st of January.

following. This specification cannot be taken to be proved by a single instance on a certain night, even if the proof were ever so direct of the fact. To what specification will this evidence be applied? Here we leave Mr. White for the present, and turn to the evidence of Midshipman Mark Hale, upon this part of the case.

Although this witness does not recollect dates, we can fix the night of the sixteenth December, by the mention of the ghost who makes such a figure in the history of the ship. This witness was in the same room with Mr. Green during the night, both before and after the lights were extinguished, and had the fullest and best opportunity of judging whether he was intoxicated or not; but he is so far from affirming Mr. White's opinion on the subject, formed with no means, or very imperfect ones, of judging, that he expressly negatives it. Mr. Hale, in reply to a question from the court, says, that on the first occasion that occurred, that is, the night when the boy was rubbing Mr. Green's foot, and which was previous to that of the ghost, he thought Mr. Green was intoxicated, but that, on the other occasion, he did not think so.

The court will here remember, that no specific charge of intoxication is laid previous to the sixteenth of December, and of course none applying to the evidence on this point of Mr. Hale, unless it can hardly be presumed it supports the general specifications of repeated acts of drunkenness. The two remaining witnesses on the part of the prosecution are Midshipmen Spencer and Penhallow, neither of whom ever saw Mr. Green intoxicated within the period specified, and we could not inquire of any other time; but from the first of December to the first of June, they saw and knew no such thing.

Here let me ask of this honorable court, whether this charge of drunkenness has now any support or countenance? The prosecutor fails to prove or assert it, although he ventures such a conjecture on two occasions. The three midshipmen who lived in the same mess room with him, who saw and associated with him daily and hourly, all witnesses for the prosecution, and one of them certainly not friendly to him, all disclaim the charge, with the sole exception of a single instance mentioned by Mr. Hale, but not specified in the charges. We can, however, although it must be unnecessary on this point, go further, and recall the recollection of the court to the testimony of Mr. Key, who has known Mr. Green for many years, and never saw him intoxicated. Of Mr. Palmer, a surgeon in the service of the United States, who says he knew of two instances in which Mr. Green was excited by wine, but never intoxicated—both of them in convivial intercourse with his friends; one of them on board the ship, in company with some officers, when Mr. Green conversed regularly, and had the command of his reason and limbs; all the company had been drinking more or less. The other instance occurred in Boston, also in company with brother officers, when, says the witness, Mr. Green might have been excited by wine, but he walked home, about three-quarters of a mile, and went, himself, to bed, making no exposure of himself at any period.

Is Mr. Green, under such evidence, to be branded by the sentence of the court as a drunkard, a solitary sot, who drinks for the love of liquor, and disgraces himself and his profession by habits of intemperance?

Mr. Cornwall was his messmate for three or four months; never saw him intoxicated, but he was excited on the night spoken of by Mr. Palmer, when there was company on board the ship.

But I have omitted to notice the testimony of Dr. Kearney, and it is scarcely necessary to go back to it. He lived at Charlestown, in the house with Mr. Green, but not in the same mess. He saw Mr. Green intoxicated there once. The witness was sitting in his room, the door shut; heard a noise, opened his door, and saw Mr. Green taken to bed by his servant. How taken to bed he does not say. Did he walk? Was he carried? In what manner he was attended by his servant we know not, nor why or wherefore he did attend him. The amount of this evidence is, that Dr. Kearney saw Mr. Green pass his door with his servant, and he infers or presumes all the rest; that is, that he was taking him to bed, and that he was intoxicated, and needed this assistance. Nor does the witness know where or with whom Mr. Green had been engaged before, nor whether he had been in company or not.

On the other side, we wish the attention of the court to the deposition of Mr. Justin, Mr. McKinstrey, and Mr. Hooe, all in possession of the court; and we forbear to repeat what they have said. We know also that the evidence of Mr. Tufts and Mr. Parker, respectable citizens of Boston, will weigh heavily on the minds of the court. Their opportunities of knowing the character, manners, and habits of Mr. Green, were long, continued, and ample; and more honorable testimonials of intelligence and sobriety, refined manners, and the most correct habits, could not be produced by any young gentleman in or out of the service.

We conclude our remarks on this part of the case with the deposition of Dr. Richard Kennon. His acquaintance with Mr. Green began in 1823, and continued down to the time when he left Boston. He saw him, and was with him for long periods on different occasions; and he bears the most decisive and satisfactory testimony in his behalf on the question of his general manners and habits, and particularly on this charge of intoxication, which the doctor, with these observations, and under the tenor of the whole evidence given upon this charge, the accused submits himself to the judgment of the court, assured they will be mindful how deeply his future life and character will be affected by that judgment.

The next charge in importance, against which the accused is called upon to defend himself, is that of using disrespectful language and gestures to his superior officer, Lieutenant J. White.

Before the accused enters upon a particular examination of the evidence applicable to this charge, he will premise that it consists of two kinds: 1st. The general assertions of Mr. White, that Mr. Green did, on several occasions, use towards him abusive and disrespectful language. 2d. Evidence of the expressions said to be used by Mr. Green.

Against all the testimony of the first description, the accused protests as proving nothing on which the court can judge or act. Thus, in relation to the occurrences of the sixteenth December, Mr. White says: "Finding Mr. Green was going on with abusive language, I quitted him;" but not a word of the language which Mr. White thinks abusive was given. So, on the twenty-third of December, Mr. White says Mr. Green "followed me out of the mess room, repeating a great deal of abusive language, which I cannot repeat—I could scarcely understand what he did say." And so in several other instances. The objection to such evidence is at once obvious; it is not the evidence of the *fact*, but of Mr. White's *opinion* of the fact. How can the court adjudge that this language was abusive, when they do not know what it was? Will they take the judgment of an angry witness for it, who thought himself insulted, and would give the harshest construction to it? We know that men would differ very much on such a question. The language a man of delicate refinement and fastidious sensibility would deem

coarse and disrespectful, another, of stronger nerves and coarser habits, would consider the common currency of conversation. The court cannot adopt the impressions or opinions of any witness on such a subject; before they can adduce any man guilty of using disrespectful language, they must be confirmed of what he did say, and judge of it for themselves. It would be very easy in this way for a designing witness to convict an innocent man, without at all committing himself.

We will now turn to the particular facts and expressions given in evidence in support of this charge—the first occurred on the night of the 16th of December. Mr. White gives his account of it; that there was a disturbance in the ship; he went to the midshipmen's mess to see what it was about. He inquired what it was about; some person *he did not know*, answered, "Who are you? Are you the ghost?" That Mr. Green then followed him on the main deck, and said he was Farnifold Green. It seems to be trifling with the dignity of this court to call upon them seriously to investigate and decide upon such an occurrence. But let us, as we must, look a moment into it. In the first place, Mr. White pretends he went to this room on account of a disturbance in the ship. Has any witness given the least testimony of any disturbance by anybody at that time in the mess room, or anywhere else? Shall we then suppose that Mr. White, wrapped in his night gown, was prying about the mess room of the midshipmen, to discover something to lay hold on as a matter of accusation against them? If this were the case; if he did thus descend from his station as an officer, to be an eavesdropper, he has no right to complain if he heard no good of himself. Only to be called a ghost was coming very well out of such an expedition. But when he comes to the mess room he finds all the lights and fire extinguished; and, it must be recollected, that when he was challenged as the ghost, he says he did not know by whom it was, so dark was the room. If, then, Mr. White did not know Mr. Green, how was the latter to know him; and unless he did know, how could he be guilty of disrespect to him? It is true, to help out this defect, Mr. White asserts that Mr. Green followed him on deck and then used disrespectful language to him. But in this Mr. White is contradicted by all the other witnesses. Mr. Hale, an adversary witness—a prosecutor in the case—in his account of this affair, gives a very different aspect to the conduct of both parties. He says Mr. Green first said, "Who are you? Are you the ghost?" Plainly showing he did not know who he was addressing. Again, he gives you the answer of Mr. White, which he, I presume, had forgot. So easily do we forget our own offences, while we can remember those of others. Mr. White's conduct was not so forbearing, mild, and lamb-like as he had represented it. His reply to Mr. Green's question was, says Mr. Hale, "I will let you know to-morrow morning, *by God!*" The ghost was certainly a very profane one.

As to this application of the "ghost," it seems to have been, for a long time, a cant term in the mess room; with whom it originated we are not informed; certainly not with Mr. Green; nor was it ever applied by him, or by anybody particularly, to Mr. White, or to any other person specially. It was an interrogation uttered upon any unexpected appearance; and is as much in use in common life as on board the Independence.

We dismiss the ghost with this caution; to remain in his own quarters, unless called out by some extraordinary cause. Ghosts should not make themselves too cheap by mingling in the petty concerns of man.

On the 23d of December the next occasion occurred, on which it is pretended Mr. Green was guilty of abusive language to Mr. White. Here, again, Mr. White went to the mess room to inquire about a great disturbance, of which we hear no more. "I was accosted," he says, "by Mr. Green with, 'Who are you? What right have you in my room?'" This is all, as Mr. White says, that passed in the mess room. He directed Mr. Green to be quiet; went out, and Green followed him, and said, "I am Green, Farnifold Green, and ready to see you or any other officer." I asked him, "In what way?" he answered, "In any way," and, after a pause, added, "In any way regarding duty; but remember, I am Farnifold Green." Now, I do not pretend that this language or conduct was respectful or proper; but there are degrees of disrespect, from a light impropriety to a deep insult; and, in this, I see nothing gross or unpardonable, or what a judicious officer might not overlook, without any injury to his own dignity or the good of the service. This is the night, I think, when Mr. Hale says he thought Mr. Green was intoxicated. Surely, then, a superior officer, who should stand in the place of a friend, a guardian, a parent to the young men under his charge, might have considered this an impudent sally of an excited youth, and dismissed it with a caution and reprimand. Not so Mr. White, who says he thought Mr. Green was under the effects of liquor; and yet he undertakes to bandy with him a coarse jest; surely forgetting himself quite as much as Mr. Green did. Mr. White replied, "You are *blue* Green." Can a man challenge for himself a fastidious delicacy of address, who has so little care for his own dignity and conduct? If Mr. White would enter into such a contest with Mr. Green, he should leave it where it terminated, and not call upon the law to assist him. This was the night when the boy was rubbing Mr. Green's feet, and was so employed when Mr. White came in.

We pass to another more serious occasion; but in which the conduct of Mr. Green is still more justified by that of Mr. White. It occurred on the night of the 19th, or morning of the 20th of January. We have an account of this affair from David Trusty, Mr. White, Mr. Hale, and several other witnesses. It must be carefully examined; for it is indeed a serious charge against the accused if he has not justified himself.

We will begin with the evidence of Trusty, who puts himself at the head of the story, and we shall see how it falls off as we proceed. It is my duty, first, to remark on the extraordinary situation in which this David Trusty appears here. He was discharged from the service of the United States on the 3d of June last. In October he was summoned as a witness in the cause. In November, after he was thus summoned, (and Mr. White knew that he was so) Mr. White finds him, or falls in with him, in the city of New York. Instead of avoiding any intercourse with him, as a proper sense of propriety would have dictated, he at once engages him in his service, and brings him on with him to Philadelphia, where he has since removed with him as his servant, and is so at this moment, and in a boarding house by whom servants are generally provided. I make no comment on this proceeding. I am not in the habit of using harsh language, or entertaining harsh suspicions against witnesses; but every man must feel that this circumstance casts a shade over the testimony of both master and man; it was, at least, a gross indiscretion.

We now take David Trusty and his testimony as we have them. He says he was sent to the mess room for a hammock; knocked at the door; nobody answered; he entered. Mr. Green was standing partly at the side of the door. He saw him make a blow at him; he received it on his arm; the stick broke in two pieces; one piece Green held in his hand; the other flew over his shoulder and struck the door. He

went and told Mr. White of this. They came to the mess room. Green was lying on a cot with Mr. Justin. He pointed to Green, and said he would swear that was the man that struck him. White asked Green what he was doing there? One word brought on another. White told Green he was tempted to thrash him, but would not condescend to do it. Mr. Green said, "Thrash me!" two or three times; holding up his fist, he said, "I'll crush you to hell, by God!" He went away and left Mr. White behind.

If we are to give credit to the other witnesses, or any of them, there never was a more shameless representation and perversion of the truth; even Mr. White cannot bear his man Trusty out in this story. We turn to Mr. White. He had company that night in the cabin until twelve o'clock. Whether they had been a little too convivial or not does not appear; except from the subsequent conduct of Mr. White. His servant tells him he had been assaulted by Mr. Green. In consequence of this Mr. White went to the mess room; and here he takes his departure from Trusty, who, by an excellent regulation of this court, had not heard Mr. White's evidence. I pray the attention of the court to Mr. White's evidence. It says: "I went into the mess room. Mr. Green was up. And, when I *first went in*, I said, 'Your conduct has been of such a nature that you deserve a thrashing; but that you—'" Let us pause here; and what a case presents itself to the court. The black servant of Mr. White had reported to him what now is clearly proved to be an absolute, unqualified falsehood. He goes, I must suppose, in a rage into the mess room of his brother officers, inferior to Mr. White in rank, it is true, but still officers and gentlemen, and having a right to be treated as such; without inquiring of Mr. Green into the truth of the servant's tale; without inquiring of any of the gentlemen there, and who could and would have told him the truth, as they have done here; he at once, when he *first went in*, tells Mr. Green he deserves a *thrashing*. And why did he not give it to him? Was it because the rules of the service forbid one officer to strike another? Was it because his commission, and the obedience and duty he owes to those who gave it to him, bound his hands? Not at all. We have the reason from his own mouth. He was willing to violate the laws of his country and his duty as an officer, and was restrained from disgracing both only by the insignificance of the object of his resentment. Why should we inquire further into this transaction? Why did not Mr. White desire to bury it in everlasting oblivion? He is the person who got dishonored by it. And truly Mr. Green was more sinned against than sinning. He narrates the subsequent conduct of Mr. Green pretty much as Trusty does; except that White says, Green put his fist in his face, and Trusty says, that he only raised it.

I am quite willing to rely on the account Mr. Hale gives of the transaction, and be judged by it. I will advert to it, merely pointing out where it contradicts the tales of Trusty and Mr. White. Mr. Hale puts the hour at past 12 o'clock. Mr. Green was sitting by the stove, not standing by the door; had a stick in his hand; some one knocked, the person opened the door; Mr. Green *threw the stick towards the door*, being then six or eight feet from it. Trusty simply said, "Take care, sir," and went away. The whole story of the blow, and the breaking of the stick over his arm, is a sheer fabrication. It was impossible, from the position of the parties. Mr. Green turned into the cot with Mr. Justin; immediately after Mr. White and Trusty came into the mess room. Some conversation is related, in which Mr. White orders Mr. G. to prepare for a cold watch on deck. Mr. Green obeyed the order. And why did not the affair rest there? Solely on account of the coarse and intemperate passions of Mr. White. He first, and grossly, violated his duty, and now prosecutes Mr. Green for not respecting him while he was doing so. He had forfeited all claims to respect. By the most unwarrantable indulgence of his temper, he provokes another into a similar excitement, and then prosecutes, as a crime, the very conduct he had himself produced. In these cases we must always look for the aggressor, for the first offender, and there let fall the blame and punishment. But let us proceed with Mr. Hale. While Green was putting on his clothes, in obedience to the orders of Mr. White, the latter accosted him thus: "I *came in for the purpose* of giving you a damned thrashing, but look upon you with too much contempt to do it." It will be observed how Mr. White endeavors to soften his conduct on this occasion. He drops the "*damned*" here as he did the "By God" in a former instance. He pretends he said Mr. Green *deserved* a thrashing; but his own witness swears he said he *came in for that purpose*. He did not come to inquire into the truth of Trusty's story, but pre-determined to give Mr. Green a damned thrashing. But what was the reply of Mr. Green? Not as you have heard, an absolute menace or declaration that he would crush Mr. White, but he put himself in an *attitude of defence*, not *offence*, prepared to repel, not to make an attack, and said, "If you do, I will crush you to hell, by God." Now, I pray you, weigh Mr. Green and Mr. White impartially in the scale of justice, and who is the offender? who is the guilty violator of the laws? Notwithstanding all this, Mr. Green obeyed the order of Mr. White, and followed him to the deck. The court will remember that several other witnesses substantially confirm Mr. Hale in his statement, and particularly as to the throwing of the stick, and the aggression of Mr. White. I will not detain the court by a more particular reference to their testimony. I hasten to the other charge.

Disobedience of Orders.—On this subject I may premise this remark, that even in the midst of the most trying circumstances, Mr. Green has shown a remarkable promptness in obeying orders; witness that just alluded to, and others that will be recollected by the court.

The cases specified are, in refusing or neglecting to go on board the Warren when ordered. I must now go back for a moment, having omitted, under the head of disrespect, to notice the charge that Mr. Green advised two midshipmen to go on shore although they had been refused permission by Mr. White. Upon this I would remark that it rests wholly on the testimony of Mr. White, who was in an adjoining room, and must have judged of the person only by the voice, and who must give a very imperfect and garbled account of the affair. He tells us nothing of what was said by any other person, or of what led to the observation he has repeated. This is all left to conjecture and inference; and does not necessarily follow from what he says he heard. But why have we not better evidence on this point? Where are the two midshipmen in question? Are they out of the way? But the cabin was full of midshipmen, and yet not one has been produced to support Mr. White in his most unsatisfactory story. I may add, that a charge patched up in this way and drawn through a partition wall, deserves no particular indulgence. To return to the alleged disobedience of orders in not going on board the Warren. What the orders were we know not, for we had then not; and this should be the first step in this accusation. Certain it is, that although this is not magnified into a crime, to increase the weight which is to break down the accused, Mr. White thought nothing of it at the time, not even deserving of an inquiry why the order was not obeyed, or the slightest reprimand for the neglect. He merely says, I sent him an order to go on board the Warren. He did not; I never said anything to Mr. Green about it. Perhaps, if he had, Mr. Green could have given him some satisfactory apology, which, at this distance of time, and

his mouth closed, he is not able to do. Surely trifles are not thus to be treasured up for the day of wrath, and visited upon a man long after they are forgotten, with all their circumstances of explanation. There is no proof of the second specification of disobedience on the occasion alluded to. Mr. White says he advised Green to go to bed, and no more; this transaction was apologized for, and overlooked; but everything is raised from the grave to support this prosecution.

Of the third specification, which alludes to the 30th of December, the evidence as given, Mr. White recollected nothing of that day.

The fourth specification, in relation to the fire, it is presumed will not be insisted on. Of the instance of 31st of December, no proof has been given; of that of the 11th of January, Mr. Key is proved to have made the fire, being a stranger, and unacquainted with the regulation; and of that of the 19th of January, the proof only is, that Mr. Green was standing by the stove; whether there was or was not fire in it, I do not recollect, but certainly there is not an atom of evidence to show that Mr. Green made it, or who did. In the case of Mr. Key, it was also charged upon Mr. Green, and the other is especially without proof.

Of the fifth specification, we have nothing to say, but that no evidence has been given to support it. Mr. White speaks of some such occurrence on the 26th of December, which is brought into no specification, and therefore cannot now be tried. The disobedience charge is on the 2d of April, and has not been proved.

There are but two accusations now to be attended to, and they will be treated with brevity.

The first relates to the story of the dirk. As the accusation on this subject stands in the specifications, it wears the horrible aspect of a wicked and deliberate design, on the part of Mr. Green, to assassinate his commanding officer, by lying in wait for him—an atrocious and cold blooded attempt at murder. It is difficult to conjecture how, or where, or from whom, Mr. White got up this direful tale. It is undeniable that nothing has been proved from any witness or evidence, to give it the least countenance. It is the merest gratuitous charge of an awful crime that was ever ventured. The truth seems to be, that the mess boy was rubbing the foot of Mr. Green, and, by some inattention, gave him some offence. He broke out upon the boy, probably with a threat of a dirk, and the boy was frightened and ran away. He was brought back, and no harm done or attempted upon anybody. Mr. Green had no dirk—he, to frighten the boy, pretended to get one from Mr. Key, but got none. Mr. Hale saw the whole transaction, but never imagined the bloody charge that could grow out of it. It would have required the imagination of Mrs. Radcliff, who saw horrors in everything, to have foreseen it.

The remaining matters relate to the charge presented by Mr. Hale.

It cannot be denied that the evidence of this gentleman proves that Mr. Green did use provoking and insulting language to him, in a rash and unguarded moment, and it is true that, in so doing, he broke one of the regulations of the navy. It is respectfully submitted to the court, that it is not in this strict way that these regulations ever have been, or can be, practically enforced and acted upon. They are wise and wholesome; but they must be executed with a considerable latitude of discretion, if they are to be taken and enforced *liberally*. If every angry word in a mess room, which may be termed "a quarrel;" if every oath that may be sworn, (both of which are within the letter of the law,) is to be the subject of a court-martial investigation and punishment, we may venture to predict that there will not be half days enough in the year to try half of the offences against these regulations that occur daily in the navy, nor innocent men enough to try the guilty ones. Every day will furnish more business than can be dispatched in a week, and every officer in the service will be employed either in trying or being tried. This cannot be the spirit or true meaning of these regulations. They must have a liberal construction and application, and there must be something more deliberately dangerous in a case, than a few hasty and violent expressions, to require or warrant so solemn a proceeding as a trial and punishment by such a court as this. On this charge, the accused puts himself upon the experience and liberality of his judges, and trusts he will not be found obnoxious to a sentence of condemnation on this account.

The accused here closes, and submits his defence, hoping for indulgence for any imperfection or omission, as it is known to the court that but a few hours have been taken to prepare it.

FARNIFOLD GREEN.

1 A.

NAVY DEPARTMENT, *February 13, 1827.*

SIR: I have received your letter of the 5th instant, enclosing Midshipman Farnifold Green's explanation.

I perceive among *his* witnesses three of the midshipmen of the Warren, viz: M'Kinstry, Hooe and Justin; and as there may be some difficulty in supplying their places before that vessel sails, you will, if Midshipman Green considers their evidence *indispensably important*, have their depositions taken, and permit them to proceed as heretofore ordered.

I am, very respectfully,

SAMUEL L. SOUTHARD.

Captain WM. CRANE, *commanding Navy Yard, Boston.*

1.

U. S. SHIP INDEPENDENCE, *February 19, 1827.*

In presence of John Soley, Esq., one of the justices of the peace within and for the county of Middlesex, and of Lieutenant John White, of the United States Navy:

Midshipman Farnifold Green, being hereunto advised by counsel, now comes and says, that, out of respect to the suggestion of the honorable Secretary of the Navy, contained in a letter to Captain William M. Crane, he consents to take the depositions of Joshua H. Justin, William F. Hooe, and James P. M'Kinstry, midshipmen in the United States navy, touching certain charges preferred against him by Lieutenant John White, of the United States navy. But, as the using of the depositions on the trial of

said charges may subject the said Green to disadvantages and embarrassment in paying respect to the said suggestion of the honorable Secretary, said Green reserves to himself all the rights which, under any circumstances, would appertain to him, at any trial of said charges, in as full a manner as if the depositions of the persons aforesaid were not, nor could not be taken: and the said Green especially will reserve to himself the right of moving for a postponement of said trial for want of testimony to contradict or explain any of the oral testimony which may be offered against him; and he now objects to the taking for, or the using on, the trial of said charges, any depositions whatsoever, which may be intended as evidence in support of said charges.

F. GREEN.

2.

I, Joshua H. Justin, midshipman in the service of the United States, on board the sloop-of-war Warren, Lawrence Kearney commander, being of lawful age, do testify and say: That I have read the first charge, and the first specification of said charge, respecting which I heard Mr. White, at the time, say that the difficulty of the previous night was honorably and amply settled by Mr. Green; and I heard Mr. White say to Mr. Green, "Inform the mess that such was the case."

Question. (By Mr. Gordon, counsel for Mr. Green.) Was there not, on the night of the 16th, a general hilarity among the mess?

Answer. There was.

Ques. (By the same.) Did you hear Mr. Green apply vile and opprobrious language to Mr. White on that evening?

Ans. I was turned in, and heard some mention made about ghosts, by Mr. Green. After this, Mr. White told or requested Mr. Green to turn in. Mr. Green observed that his name was Farnifold Green. Mr. White observed, "You are damned blue, and you had better turn in." The term ghost was common in the mess room.

Ques. (By same.) Do you know of any ungentlemanlike or unofficerlike conduct on board the ship.

Ans. At the time specified, Mr. Green was noisy; in no other wise was he ungentlemanlike or unofficerlike.

Ques. (By same.) Who made the fire out of time that night?

Ans. I heard Mr. Key say, "Don't charge Mr. Green with that. I made the fire myself."

Ques. (By same.) Did you, or did you not, see Mr. White come into the room with a pistol, and order Mr. Green on deck?

Ans. I did not.

Ques. (By same.) Did you, or did you not, hear Mr. White say, "Damn you, I will thrash you?"

Ans. I don't recollect distinctly what Mr. White did say, but think it was, "Damn you, I will thrash you," or, "I have a great mind to thrash you, damn you."

Ques. (By same.) Did you see Mr. Green shake his fist in Mr. White's face?

Ans. I was in my cot, and did not see it; but saw them close together.

Ques. (By same.) Had you been asleep before the meeting of Mr. Green and Mr. White?

Ans. I had, but was awake by the noise occasioned by their meeting.

Ques. (By same.) Did you ever see Mr. Green assault Mr. White's servant with a club, and beat him?

Ans. I did not.

Ques. (By same.) Did you ever see Mr. Green secrete himself behind the door for the purpose of assaulting any one?

Ans. I never did.

Ques. (By same.) Did you ever see Mr. Green in possession of a club, or any other instrument, with a view of assaulting any one?

Ans. I never did, and never heard of or suspected such a thing.

Ques. (By same.) Could Mr. Green have furnished himself, in the room, with weapons, as above-mentioned, without your knowledge?

Ans. Yes.

Ques. (By same.) When sitting in the mess room, could you see all other parts of it?

Ans. I could, when the mess room is clear, see all parts of it.

Ques. (By Mr. White.) Did you, or did you not, advise Mr. Green, on the brawl on the wharf, on the morning after the first disturbance, to apologize to me, to prevent its going any further?

Ans. I did say to Mr. Green, about that time, that he had better go to Mr. White, and settle the business, and prevent further difficulty.

Ques. (By same.) Did you or did you not say, the next day after the last outrage, in the presence of my family, that Mr. Green's conduct had been very improper; and that I should have all the evidence I could wish, and more than I should want, to substantiate my charges?

Ans. I shall not answer that question.

Ques. (By same.) What do you know of the feelings of the officers towards me generally, before the difficulty with Mr. Green?

Ans. Favorable, with the exception of Mr. Charles Green and Mr. Smith, midshipmen. And further your deponent saith not.

J. H. JUSTIN.

COMMONWEALTH OF MASSACHUSETTS, *Middlesex,* }
On board of the U. S. ship-of-war called the *Independence*, } ss:

On the twentieth day of February, in the year of our Lord one thousand eight hundred and twenty-seven, the aforesaid deponent was examined, cautioned, and sworn, agreeably to law, to the deposition aforesaid, by him subscribed, taken at the request of Lieutenant John White, and to be used before a court-martial, to be held under the orders of the honorable Secretary of the Navy of the United States; and the adverse party was duly notified at the taking of said deposition. The said deponent being bound to sea, is the cause of taking this deposition.

JOHN SOLEY, *Justice of the Peace and of the Quorum, and Not. Pub.*

3.

I, James P. McKinstry, of lawful age, a midshipman in the service of the United States, do testify and say: That I came to this station in the forepart of December last. I was with Farnifold Green, on board the Independence, in the same mess with Mr. Green, from the time I arrived at this station until the 15th day of January last. I think that, during the said period of time, the said Green was not frequently intoxicated. He was not, to my knowledge; if he had been, I presume I should be aware of it. I never have seen Mr. Green so disguised or elevated with liquor as to cause him to be ungentlemanly or unofficerlike in his conduct. There was once during said period, in the night, at 11 or 12 o'clock, some loud talk outside of the mess room; I heard voices which I supposed to be those of Mr. Green and Lieut. White. I heard Mr. White say, if your name is Green, you are blue, or words to that effect. I did not hear said Green abuse Mr. White. Mr. Green soon after came into the mess room and said, Mr. White is a clever fellow, or words to that effect, and then said Green went to bed. I do not think Mr. Green spoke or acted as if he was drunk. I did not hear any violent or threatening language to the mess boy. I do not recollect any disturbance on the night of the 23d of December. I was on board the ship every night, and slept in the mess room. The disturbance above-mentioned is the only one I recollect. It was in December, but I do not remember what night. It was the custom on board the Independence, while I was there, for the one who had the morning watch to call the cook and mess boy and order them to make fires, about half-past four o'clock in the morning. I never while on board said ship knew of any order of Lieut. White against this practice. Mr. Justin was executive officer; messed in the same room with Mr. Green and myself and the other midshipmen; all the orders came through him, and Mr. Justin never, in my hearing, communicated any order forbidding fires to be made at that time; and Mr. Justin never objected to those fires being made. I do not recollect ever seeing the mess boy intoxicated; he might have been, without my knowledge; liquor was in the mess room, accessible to him; he might take it without its being offered to him. I never knew of a fire to be kindled after it was reported out, except the time when Lieut. Grant refused permission. I do not know who kindled that fire. I never knew said Green to make use of riotous, malicious, and seditious language, or of any improper language, against the President of the United States. I have known Mr. Green at New York as well as here, and I have never known him to act in a manner inconsistent with the character of an officer and a gentleman; I consider him to be a man of the strictest honor. Since I was attached to the Warren, I went on board the Independence and inquired of some person on deck if I could see said Green; I was told, in reply, that the corporal of the guard was absent, and that when he should return I could see him. I was told twice since, by the sentinel, that I must not speak to said Green; the sentinel said that was his orders.

JAS. P. MCKINSTRY.

CHARLESTOWN, Mass., February 20, 1827.

Sworn to before me.

J. TUFTS, Justice Peace.

4.

I, William F. Hooe, midshipman in the service of the United States, on board the sloop-of-war Warren, Lawrence Kearney, commander, being of lawful age, do testify and say:

I was in the mess with Mr. Farnifold Green from the 18th day of December last past, or thereabouts, until on or about the 16th day of January last. The said Green's character, since I have been acquainted with him, has been that of a gentleman and officer. I think I was in the mess room on board the Independence on the night of the 23d of December. I don't recollect seeing said Green in a state of intoxication, neither did I perceive any extraordinary disturbance. There was no more disturbance on that than any other night. There was no disturbance on that night that I conceived incompatible with the rules of the service. On the evening of the 13th of December, it being the same evening on which Doctors White and Palmer remained all night, being unwell, I turned in early, just after 7 o'clock; I awoke, as I supposed, between 9 and 10 o'clock, and thought the mess about retiring. I fell asleep again in five minutes, or thereabouts. On the last-mentioned evening, and previous to my turning in, there was not more liquor drank than usual. I saw no improper use of ardent spirits by Mr. Green. Before I became acquainted with Mr. Green I had heard him spoken of in high terms, and never heard his messmates speak of him as a drinking man. I heard no orders given to Mr. Green on the night of the 13th of December, to go to his hammock, or any disturbance, as stated in the third charge and third specification of said charge, which I have read. Fires were always kindled in the mess room before daylight, or thereabouts. On the night of the 11th of January last, it being my watch on deck from 8 to 11 o'clock P. M., it being my duty to have the fires extinguished at 9 o'clock, being the hour required to have the fires extinguished, I ordered the gentleman who was in the watch with me to see the fires extinguished, which he did, and reported to me that the fires were extinguished. At 11 o'clock I went below and found a fire in the mess room. Two gentlemen, with Mr. Green, were sitting by it. Mr. Green had been on deck and remained with me about an hour, and went down a few minutes before me.

Question. (By Mr. Green.) Have you ever seen anything in Mr. Green to in any wise justify the charge of seditious, ungentlemanlike, and unofficerlike conduct?

Answer. No.

Ques. (By Mr. Green.) Was you at any time refused permission by the sentinel to speak to or hold any conversation with me?

Ans. I was refused such permission by the sentinel, unless the consent of the commanding officer of the ship was obtained.

And further your deponent saith not.

WILLIAM F. HOOE.

COMMONWEALTH OF MASSACHUSETTS, *Middlesex,*
On board the United States ship-of-war called the Independence, } ss:

On the nineteenth day of February, in the year of our Lord one thousand eight hundred and twenty-seven, the aforesaid deponent was examined and cautioned, and sworn, agreeably to law, to the deposition aforesaid by him subscribed, taken at the request of Lieutenant John White, and to be used before a

court-martial to be held under the orders of the honorable the Secretary of the Navy of the United States, and the adverse party was duly notified and did attend at the taking said deposition. The said deponent being bound to sea is the cause of taking this deposition.

JOHN SOLEY, *Justice of the Peace and Quorum, and Public Notary.*

Fees.—Taking deposition, making caption, travel, and attendance on ship board, \$5.

5.

Interrogatories to be administered to witnesses to be examined in Boston or Charlestown, Mass., on behalf of Midshipman Green, in a prosecution now depending against him before a court-martial held at the Navy yard in Philadelphia. Names of the witnesses, Hon. L. M. Parker, Joseph Tufts, and C. W. Aphorp, Esqrs.

First interrogatory. Do you know Midshipman Green? When, where, and how long have you known him? Was your acquaintance such as to afford you an opportunity of becoming acquainted with his manners and habits? State particularly.

Second interrogatory. What were the habits and manners of Midshipman Green during your knowledge of him? Was he coarse, violent, and abusive, in his manner and deportment, or otherwise? Was he addicted to drunkenness or an excessive use of spirituous liquors? Have you ever seen him intoxicated? If you have, how often, in what degree, and on what occasion?

Third interrogatory. Were the disposition and temper of Midshipman Green mild and amiable, or otherwise? Was his conversation vulgar and profane, or otherwise? Was he inclined to scandal or speaking ill of others, or was he cautious in expressing his opinions against any person?

It is agreed that the deposition of witnesses, in answer to the foregoing interrogations, be taken before any judge or justice of Boston or Charlestown, Massachusetts.

RICHARD S. COXE, *Judge Advocate.*

I, Joseph Tufts, of Charlestown, in the county of Middlesex, and Commonwealth of Massachusetts, Esq., of lawful age, in answer to interrogatories put to me in behalf of Midshipman Farnifold Green, in a prosecution now pending against him before a court-martial sitting at the Navy yard in Philadelphia, do testify and say:

To the first interrogatory this deponent says that he does know the said Green. The first time he saw the said Green was at the office of William Gordon, Esq., in Charlestown, in February last; afterwards, in April last, as near as this deponent can recollect; it might be in March last. Said Green went to board at Yoelin's hotel, in Charlestown, where this deponent took his meals. This deponent lodged out of that house, in a room of his own. Said Green stayed at Yoelin's until this deponent left, which was about the beginning of June last; said Green remained there afterwards. During this time this deponent and the said Green ate together at Yoelin's house. This deponent met said Green there generally three times a day, at meal times, and sometimes were in the room together a few minutes before breakfast, dinner, or supper; at which times, and at table, this deponent very frequently conversed with him.

In answer to the second interrogatory, this deponent says that the manners of said Green, whenever the deponent has seen him, were uniformly mild, polite, and gentlemanly, and remarkably so. His habits, so far as this deponent saw, were chaste, correct, and temperate. His language and expressions, as far as this deponent heard, on all subjects on which he spoke, were moderate, dignified, and refined. This deponent recollects no instance of his being in the least degree abusive, in word or action, to any one, or concerning any one. But this deponent has often thought, and now thinks, that said Green was always uncommonly cautious of using expressions to the injury of any one, or concerning or acensing any one. This deponent never saw said Green intoxicated, or in the least degree disguised by liquor; nor did his appearance ever indicate to this deponent, while at Yoelin's, or afterwards, that he was addicted to drunkenness or the excessive use of spirituous liquors. When this deponent first saw said Green at Mr. Gordon's office, he heard these sundry charges read against him, and, on looking at said Green's countenance, it did appear to this deponent, at first sight, that the habits of said Green were not quite correct; but on further acquaintance with him at Yoelin's, this impression was soon and entirely erased from the mind of this deponent; and his countenance and appearance, while at Yoelin's and afterwards, seemed to this deponent to indicate a man of temperate and correct habits.

In answer to the third interrogatory, this deponent says that the disposition of said Green was uniformly, whenever this deponent saw him, mild and amiable. He was respectful to all older than himself, and gentlemanly to all others. He was extremely inquisitive after useful knowledge. His conversation indicated that he had read much, and reflected much on what he had read. On all subjects of polite learning, on which this deponent heard him converse, he appeared to possess a judgment above his years.

JOSEPH TUFTS.

COMMONWEALTH OF MASSACHUSETTS, }
Middlesex, November 27, 1827, } ss:

On the day and year aforesaid, the aforesaid deponent was examined, cautioned, and sworn, agreeably to law, to the deposition aforesaid, by him subscribed, taken at the request of Farnifold Green, to be used at a court-martial now sitting at the Navy yard in Philadelphia, upon charges preferred against said Green, the judge advocate having assented thereto. The said deponent living more than thirty miles from the place of trial, the cause of taking this deposition.

WILLIAM GORDON, *J. P.*

6.

Interrogatory to be propounded to Leonard M. Parker, of Charles'own, Massachusetts, on behalf of Midshipman F. Green, in a prosecution now depending against him before a general naval court-martial, now sitting at the Navy yard, Philadelphia.

Interrogatory. Do you know Midshipman F. Green; when, where, and how long have you known him; was your acquaintance such as to afford you an opportunity of becoming acquainted with his manners and habits: if so, what were they? State particularly.

I, Leonard M. Parker, above named, in answer to the foregoing interrogatory, depose and say, that I am acquainted with said Midshipman Green; he was a boarder in the coffee house where I lodged, in Charlestown, from about April last, until the latter part of August; during that period I usually met him at the table at the regular meals of the day; and so far as fell under my observation, his conduct and habits were correct. I have no recollection of having seen him intoxicated. I thought him a young man of good mind, well informed on general subjects, and civil and gentlemanly in his manners and conversation. This opinion formed, after he had been some weeks in the house, induced me to give him an invitation to visit the news room, whenever he should find leisure and inclination to do so. Besides meeting him at the table, I often saw him at other hours in the day, and particularly at the news room.

I was out of town most of the month of August, immediately preceding his leaving Charlestown.

L. M. PARKER.

Sworn in open court, this 3d day of December, 1827.

RICHARD S. COXE, *Judge Advocate.*

7.

In the case of Midshipman Farnifold Green, depending before a court-martial, now sitting at the Navy yard at Philadelphia:

Dr. Richard Kennon, a witness produced on the part of the defendant, being duly sworn, doth depose and say: That he is a surgeon's mate, in the navy of the United States; that he commenced his duties as such at the station in Charlestown, Massachusetts, in the month of January, 1827. The ship Independence was then lying there, as a receiving ship, and Midshipman Green was on board the said ship, under suspension from duty. The deponent has known Midshipman Green from the spring of 1823, when he, Green, was attached to the John Adams, then lying at Norfolk, where he remained for two or three months, and frequently saw Mr. Green, both on board of the ship and on shore; that during that time, he never saw Mr. Green in a state of intoxication; that he had not the least suspicion or belief that he had any such habits, nor ever heard such a suggestion from anybody. The deponent dined on board the ship, his brother being attached to her; he has seen Mr. Green in company with the officers, and with others, but never saw anything to raise the belief or suspicion that he was given to intemperance, or any excessive use of spirituous liquors. The deponent afterwards saw Mr. Green in the West Indies, in the summer of 1825, the deponent being attached to the Constellation. Mr. Green came on board of that ship, and the deponent was there with him for about two or three weeks, when deponent left the ship. The deponent, during this time, saw in Mr. Green no act or instance of intoxication, nor anything in his conduct, habits, or manners, to raise in him even the suspicion that he was liable to any such charge, or was in any way addicted to intemperance. In the fall of the same year, deponent saw Mr. Green again at Norfolk, where he arrived in the schooner Grampus; and his conduct and habits were the same as above stated, as far as deponent had an opportunity of judging, but Mr. Green remained there but a few days; the next time deponent met Mr. Green was at Charlestown, on board the Independence, as above stated; the deponent was on the station, as aforesaid, from January until May, and Mr. Green left the ship about two or three weeks before deponent left the station. During the said period, that is, from early in January, until Mr. Green left the ship, deponent was generally twice every day on board of her, and saw and conversed with Mr. Green; deponent believes that, on an average, he saw Mr. Green twice a day, during the whole of this period; deponent never saw Mr. Green in a state of intoxication, nor did he observe anything in his conduct, language, or deportment which raised in his mind the belief or suspicion that Mr. Green was in any degree addicted to intemperance, or the immoderate use of spirituous liquors, nor did the deponent ever hear anybody on board the ship, or elsewhere, with the exception of Mr. White, make any such charge or suggestion against Mr. Green. The deponent feels himself warranted in saying that, from all the knowledge he has had of the habits and character of Mr. Green, derived as aforesaid, he is a gentleman of correct and sober habits, and free from habits of intoxication. During the time that Mr. Green was under the charge of a sentinel, the deponent received a message, that he, Mr. Green, wanted to see the deponent, who went to him, and found him sick; when deponent was speaking to him, the sentinel addressed deponent, and said, he must not speak to him; deponent said, he was speaking to him as his physician; the sentinel replied, he must speak to him on no subject; that such were the orders of Mr. White; that he was not to allow anybody to speak to Mr. Green on any subject: whereupon, deponent left the apartment. Sometime after, deponent understood that the Secretary of the Navy had given Mr. Green permission to leave the ship, and deponent saw him leave her, escorted by a sentinel, with a cutlass in his hand, who accompanied him in this manner, nearly to the gate of the yard, in presence of the crew of the frigate Java and several officers.

RICHARD KENNON, *Surgeon's Mate, U. S. Navy.*

Sworn and subscribed in open court, this 30th November, 1827.

RICHARD S. COXE, *Judge Advocate.*

Interrogatories to be administered to witnesses, to be examined in support of charges preferred against Lieut. John White, of the United States navy, by Farnifold Green.

First. Were you attached to the United States ship Independence, at Charlestown, Mass., in the months of December, 1826, January, February, March, and April, 1827; and had you an opportunity of knowing, at that time, the conduct and character of Lieut. John White and Farnifold Green? State particularly.

Second. What was the conduct of Lieut. White? Was he not cruel and oppressive to those under his command? Was he not in the habit of abusing the men and repeatedly insulting the midshipmen on board the United States ship Independence?

Third. Do you know of any acts of hostility and persecution on the part of Lieut. White against Farnifold Green? Did you at any time hear Lieut. White abuse and threaten to strike said Green?

Fourth. Do you know of Farnifold Green's confinement, under charge of a sentinel, by the order of Lieut. White? What were the restrictions of said Green's confinement? Was he allowed to speak or write to any person? Was the surgeon of the ship prevented, by the order of Lieut. White, from speaking to said Green while he was sick?

Fifth. Do you know that Farnifold Green was sent from the United States ship Independence, with a sentinel following him with a cutlass through the Navy yard, by the order of Lieut. John White?

Sixth. Have you ever known anything in the deportment and habits of Farnifold Green to justify the manner of Lieut. White's treatment? State particularly.

Seventh. Was not Lieut. John White repeatedly in the habit of playing cards on board the United States ship Independence, and disturbing the midshipmen in their department, at late hours in the night?

Eighth. Do you know of any acts of cruelty and oppression on the part of Lieut. White against Mr. J. D. Smith, late midshipman of the United States navy? If so, relate *all*, and particularly.

I certify that the above is a true copy of the original on file in this Department.

J. W. CLARK, C. C.

NAVY DEPARTMENT, December 22, 1829.

Answers to the interrogatories propounded in the case of Lieut. White and Farnifold Green.

First. I was attached to the Navy yard, Charlestown, Mass., during the time alluded to in the question. The sick were living on board the Independence, where I visited them every day. I had frequent opportunities of seeing both Lieut. White and Farnifold Green.

Second. The conduct of Lieut. White towards Mr. Green I considered cruel and oppressive. His habits of abusing the men, I knew nothing of; not residing on board, I had not an opportunity of witnessing it.

Third. The acts of persecution on the part of Lieut. White against Mr. Green will be fully answered in the fourth question. I never myself heard Lieut. White threaten to strike Mr. Green.

Fourth. Farnifold Green was confined under charge of a sentinel, as I understood, by the order of Lieut. White, he being in command of the ship, and, of course, no one on board but himself had this authority. Mr. Green was forbidden to have any communication with his acquaintances on any subject. He was not permitted to write to or to speak to any of the officers, on any subject, for several days. On one occasion, I received a message from Mr. Green that he was unwell, and wished me to visit him. I did so, and found him quite sick. In making the necessary inquiries as to his disease, I was stopped by the sentinel, who told me I could not and must not speak to him. I observed to him, (the sentinel,) that I was speaking to Mr. Green as his physician; he replied, that it is the order of Lieut. White to allow no conversation on any subject to be carried on with Mr. Green. With this I left the apartment.

Fifth. Mr. Green was escorted from the Independence nearly to the gate, viz: to the post of the first sentinel, by a marine with a drawn cutlass, I understood from several officers, by the order of Lieut. John White.

Sixth. I have never known Mr. Green guilty of any act to render the treatment he received justifiable.

Seventh. I understood frequently that Lieut. White did play cards in the cabin of the Independence, but never saw him, as I was seldom in the ship after dark, and still less frequently in the cabin.

Eighth. I know nothing personally of Lieut. White's treatment to Mr. Smith, though I frequently heard that he had acted towards him in a cruel manner, particularly in one instance, in which he had him confined below.

R. KENNON, Surgeon's Mate, U. S. N.

Norfolk Borough, to wit:

Personally appeared before me Dr. Richard Kennon, of the navy of the United States, and made oath to the truth of the above statement, this 6th day of February, 1828.

GEO. T. KENNON, Alderman, B. Norfolk.

I certify the within to be a true copy of the original on file in the Department.

J. W. CLARK, C. C.

NAVY DEPARTMENT, December 22, 1829.

Answers to the interrogatories sent by the Hon. Samuel L. Southard, to be administered to witnesses to be examined in support of charges preferred by Farnifold Green against Lieut. John White, of the United States navy.

First. I was attached to the Navy yard at Charlestown, Mass., in the months of December, January, February, March, and April, and had an opportunity, and generally did see Lieut. John White and Farnifold Green, more or less, every day. My opportunity of knowing their conduct and character was such as an acquaintance of five or six months would give to an officer to become acquainted with officers of their grade, who before were strangers.

Second. Lieutenant John White had the reputation by some of the midshipmen of the Independence, of having insulted and abused some officers of their grade, then attached to that ship.

Third. I have been led to believe by facts and circumstances that have come within my observation, that Lieutenant John White was hostile to Farnifold Green, and that he was guilty of acts of persecution towards the said Green; at one time I heard Lieutenant John White curse the said Green; but I think he did not threaten to strike him, the said Green.

Fourth. I saw the sentinel in the room in which Mr. Green messed, with a drawn cutlass, and heard him prohibit Dr. Kennon, one of the surgeon's mates of the station, from speaking to him; and when he, the said Kennon, told him he was speaking to the said Green respecting his symptoms or sickness, he told him he could not help it; his orders from Mr. White were, not to allow anybody to speak to him on any subject; as to his writing, I do not know that there was or was not an order respecting it.

Fifth. I was on board the Independence upon the morning Farnifold Green left that ship; he informed me he had obtained leave of absence from the Secretary of the Navy, and showed me the letter which he said had just been sent to him; he also informed me he was to leave the ship in charge of the sentinel then in the room, and asked some advice about it; that it was by the order of Lieutenant John White, I cannot say.

Sixth. I have never known anything in the department or habits of Farnifold Green to justify the treatment of Lieutenant John White.

Seventh. I did not sleep on board the Independence, and do not know respecting this interrogatory.

Eighth. I heard the midshipmen of the Independence say that J. D. Smith had been in irons, by order of Lieutenant John White; but I cannot say it was so, from my own observation.

G. W. PALMER.

Norfolk Borough, to wit:

Personally appeared before me, an alderman of the borough of Norfolk, G. W. Palmer, surgeon's mate in the navy of the United States, and made oath to the truth of the statements herein contained.

GEORGE T. KENNON.

FEBRUARY 8, 1828.

I certify the above to be a true copy of the original on file in the Department.

J. W. CLARK, C. C.

NAVY DEPARTMENT, December 22, 1829.

Copy of a letter from the Secretary of the Navy to Midshipman Farnifold Green, dated—

NAVY DEPARTMENT, October 22, 1827.

A naval general court-martial has been ordered to assemble at the Navy yard, in Philadelphia, on the 1st of November next, at which time you will report to Commodore William Bainbridge, president of the court, for trial.

Enclosed is a copy of the charges and specifications preferred against you; also, a list of the witnesses; and if there are any others whose testimony you consider necessary, you will inform the Department, that due notice may be given to them.

List of witnesses.

Lieutenant John White, Mrs. Elizabeth White, Midshipmen Mark Hale, John L. Spencer, Samuel Penhallow, Joshua H. Justin, Theodore P. Green,* James P. McKinstry,* Timothy B. Field,* Samuel Lockwood,* Charles Green; Surgeon John A. Kearney; Surgeons' mates Gideon White, jr., (absent,) George Palmer, Joseph S. Cornwall,† Israel D. Smith;† Quartermaster Stephen Ball; Master-at-arms David S. Phillips; David Trusty, Benjamin Adams, Thomas Scipio, ordinary seamen; John Van Dreist, Samuel Wheelock, boys; Wealthy Robinson, female domestic; the marine guard.

NAVY DEPARTMENT, January 8, 1830.

I do certify that the within is a true copy from the records of this Department.

J. W. CLARK, Chief Clerk.

BROOKLYN, N. Y., October 28, 1827.

Sir: I have heretofore informed you that my most important witnesses in the existing difficulties between Lieutenant John White and myself, were Midshipmen J. P. McKinstry, William Hooe, J. H. Justin, John Young, William Ward, and Charles Crawford, boatswain; and likewise added, that their presence would be necessary to invalidate the testimony of Midshipman Mark Hale; and that it was

* Absent from the United States.

† Late midshipmen.

impossible for me to examine my witnesses, in taking their affidavits, in such a manner as to avail myself of all the explanations they might give of the testimony on the part of the prosecution, were they present. Those witnesses you have ordered to sea.

My witnesses that are now in the United States, are L. M. Parker, Joseph Tufts, William Gordon, and C. W. Apthorp, Esqrs., of Charlestown, Mass., J. S. Cornwall, and Francis S. Key, late midshipmen of the navy, and Surgeons' mates Richard Kennon and G. W. Palmer.

I have the honor to be, sir, very respectfully,

F. GREEN.

To the Hon. the SECRETARY of the Navy, United States Navy Department.

Copy of a statement made by Midshipman Ward, of the correspondence between Midshipman Green and Midshipman Mark Hale, at Boston, Massachusetts, in 1827.

BOSTON, April 20, 1827.

To the midshipmen of the U. S. ship Independence:

The following is a disclosure of a controversy between Midshipmen F. Green and Mark Hale of the navy, and an exposure of the base and pusillanimous conduct of the latter. As the friend of Mr. Green, I not only consider it proper, but a duty incumbent on me, to make known to those who view Midshipman Hale in the light of a gentleman, that, in consequence of his having acted like a vile and arrant poltroon, I hold myself accountable, in saying that he is a coward, and no gentleman; and should be looked upon, by every man of honor and sensibility, with sovereign contempt. The particulars are as follows:

The said Midshipman Hale did, for a circumstance in which he was as much to blame as Mr. Green, render himself highly culpable, by reporting, and using ungentlemanly means to have Mr. Green placed under charge of a sentinel. After succeeding in causing Mr. Green's situation to be as unpleasant as possible, he made repeated and open assertions that he would give Mr. G. any redress he might demand; and that he would insult him, if he thought Mr. G. would require satisfaction; but he knew (he said) that Mr. G. would not fight or challenge any person. A few days after this, Mr. G. sent, by me, a communication to Midshipman Hale, demanding atonement; not *alone* because Midshipman H. made the above assertion, but because he felt himself grossly injured, in many other respects, by Midshipman Hale's unprecedented conduct. The place, and manner of settling the difficulty, were appointed by Midshipman H.'s friend and myself; but, within a few hours of the meeting on the field, Midshipman Hale, in violation of his honor, and the advice and feelings of his friend, sent me word that he could not fight Mr. Green, as may be obviously known by the following communications:

CHARLESTOWN, April 12, 1827.

Sir: I know not what can justify the assertions you pretend to maintain, that I would allow you to insult me, without demanding atonement; unless a conviction of your not meriting the notice of a gentleman, after the base attempts that you and your friend have made to injure me. But, sir, so long as you still hold out some pretensions as a gentleman, and some of the officers of this station consider you as such, I will relieve all doubts and farther scruples on your part, by informing you that my friend, the bearer of this, is authorized to make all further arrangements.

Your obedient servant,

F. GREEN.

To Midshipman MARK HALE.

CHARLESTOWN, April 12, 1827.

Sir: I will inform you that Midshipman E. L. Greenwood is authorized to make arrangements with you, as regards Mr. Green and myself.

Respectfully, your obedient servant,

MARK HALE.

To Midshipman WARD, U. S. Navy.

CHARLESTOWN, April 12, 1827.

Sir: My friend, Mr. Hale, accepts the communication handed him by you from Midshipman Green; and I, being authorized to make arrangements with you for the contemplated meeting, I appoint Wednesday next, the 18th instant, at 2 o'clock, P. M., for the settlement of this affair. At that time, the parties will meet on Williams' Island; the spot to be selected by the parties, after the arrival on the said island: weapons, to be pistols; distance, ten paces—to be measured by the seconds; when the parties will take their places in an erect position. The question will be asked, are you ready? if in the affirmative, the answer will be, *ready*. The second will then give the word *fire!* he will count *one, two, three*; counting as near one in a second as he can judge. The parties will fire between the words *one* and *three*. You and myself shall cast lots who shall give the word.

Your obedient servant,

E. L. GREENWOOD.

To Midshipman WARD, U. S. Navy.

CHARLESTOWN, April 17, 1827.

Sir: Upon farther consideration, I have concluded to withdraw my acceptance of Mr. Green's challenge, until he shall have acquitted himself, honorably, of the charges and specifications now preferred against him; then, I shall call on him for satisfaction for the repeated insults which I have received from him.

Your obedient servant,

MARK HALE.

To Midshipman E. L. GREENWOOD, U. S. Navy, for F. Green.

The above, I solemnly aver to be a true account.

W. WARD.

CHARLESTOWN, *Massachusetts*, May 24, 1827.

SIR: I am constrained to report to the honorable the Secretary of the Navy, the conduct of Midshipman F. Green, on leave of absence at this place.

Understanding that he was already in arrest, I have refrained, before now, from representing anything that might accumulate the weight of his errors; but his recent behavior has been characterized by such premeditated mischief, that my regard for the reputation of the service leaves me no other alternative than an appeal to your authority.

Midshipman Green has, as I am correctly informed, traduced the character of his commandant, Captain Crane, in the presence of citizens of this town; and has made the conduct of other of his superior officers the topic of his ribald and reproach.

No cause for such behavior can be assigned, unless originating in a habit of open intemperance, producing, at times, an alienation of his judgment and reason.

JOHN A. KEARNEY.

To Captain JOHN GALLAGHER.

CHARLESTOWN, *June 1*, 1827.

SIR: I have been verbally informed that, in a conversation which passed between yourself and Dr. Kearney, of the navy, he told you it was his intention to report me for some expressions you informed him I had made respecting Captain Crane, the late commander of this station.

I have just seen a letter addressed to Captain Gallagher, by Dr. Kearney, respecting myself, in which he states that I have, in the presence of citizens, spoken disrespectfully of Captain Crane, and likewise observes that he can in no way account for my improper expressions, except from deep intemperance, which, he further adds, has destroyed my judgment and reason. For the above causes, I am necessitated to trouble you, and respectfully request that you will inform me by writing, and as *fully* as you recollect, all that passed between you and that gentleman at the time alluded to.

I am, sir, with high respect,

F. GREEN.

C. W. APTHORP, Esq., *Charlestown, Massachusetts*.

CHARLESTOWN, *Mass.*, June 1, 1827.

SIR: It is with pain and regret I learn, by your note of this date, that a remark which inadvertently fell from me, respecting yourself, in a conversation with Dr. Kearney, some time since, has been made the subject of a report to the commanding officer on this station, which may probably be injurious to you, at the Navy Department. I, therefore, in justice to you, and in compliance with your request, will state, as well as I can now recollect, what passed in that conversation, and how it happened.

Some time previous to your coming to board in the house where we for the first time met, Doctor Kearney had formed one of our company, but had left our table, to unite with several gentlemen of the navy, in another room. One evening, I think about a week after, I was sitting in our room; Dr. K. came in, and, in his usual friendly manner, entered into conversation with me, in course of which he asked me if "we had any addition to our mess, since he left it." I replied that Mr. Green, of the navy, had joined us. He then remarked that you were under arrest, and inquired as to your habits. I told him that your habits had been perfectly correct and gentlemanlike; that I had heard from yourself that you were suspended, and you appeared much irritated against Captain Crane and Lieutenant White. Dr. K. asked me what you said; I replied, that your conversation had been open and in general terms, in presence of others as well as myself, and that I could not repeat precisely your expressions; but, from your manner, I thought you to be a good deal exasperated, particularly against Mr. White, who you considered to have treated you very ill.

Dr. Kearney then observed that he should report you, for speaking improperly and disrespectfully of your superior officers. I requested him not to do it, as my acquaintance with you was recently formed; that I was more than double your age, and, as a citizen, I should regret to injure or to interfere in any way with gentlemen of the service. Dr. Kearney replied that he was bound by duty to make it known, and that he could not refrain from doing so. He then left me; in a few minutes after, I went to him, and a second time urged him to let the affair drop, as it would give me great uneasiness to get you into difficulty, by repeating conversation had in the house, which I at all times disapproved of, though I had not come to retract anything I had before said to him. Dr. Kearney said some notice must be taken of it, to put a stop to that kind of talk, which was very injurious to the service; he thought his sense of duty compelled him to report it; but he would take upon himself the responsibility, without giving his author. This is, as near as I can recollect, all that passed between Dr. K. and myself. The next morning, as you will remember, I mentioned the circumstance to you, that you might look to me as the source of the report, if any should be made; and I have heard nothing more of it till I received your note to-day.

I do assure you, sir, from my personal observation of you, for two months that we have lived together, during which I have seen you every day, nothing could surprise me more than a charge against you of intemperance. I declare I have never seen anything in you at all approaching to it; and, from your appearance and manners, I should as little suspect it of you, as of the most delicate female.

On the contrary, your whole deportment, since you have been in the house with me, has given me the most favorable impression of your character and mind; as I know it also has to all the gentlemen who meet you at our table.

With best wishes for your prosperity, I am, your obedient servant,

CHARLES M. APTHORP.

To Mr. F. GREEN, *U. S. Navy*.

CHARLESTOWN, *Mass.*, May 31, 1827.

To the Hon. Samuel L. Southard, Secretary of the U. S. Navy:

SIR: I have understood that it has been reported to you that Midshipman Farnifold Green has used language injurious to Captain Crane, in the presence and hearing of citizens. For more than a month past, I have ate with Mr. Green, in company with other citizens, at the same table, at a public house in this town. Mr. Green lodges in this public house, but I do not. I feel it to be an act of justice to Mr. Green, which it is my duty to perform, to declare that I have not the slightest recollection of ever hearing him say a word against Mr. Crane.

Mr. Green appears to me to be a gentleman of very modest, dignified, and inoffensive manners. He is uncommonly cautious, for a person of his age, in expressing any opinion against any person whatever; his disposition appears to be mild and amiable, and not at all inclined to scandal or satire; his conversation is pure, and free from profanity and other similar faults.

That he has not, once in a great while, drank too much, I will not say; I am opposed to any use whatever of ardent spirits, except in case of sickness. This I can affirm of Mr. Green, that I have never seen him intoxicated, or in the least disguised with liquor.

That Mr. Green possesses very superior natural talents, is probably well known to you; but, perhaps, you are not aware of a circumstance, which is true respecting him, that he has read a vast number of books; this, it would seem, promiscuously as he could obtain them; and that he exhibits in his conversation, evidence of having reflected much, and deeply, upon what he has read.

He probably is not entirely free from some of the faults and indiscretions of youth; but, there is good hope that such faults, if he has them, will pass away with his youth. His mind may revolt at harshness of demeanor towards him; but, from the manner in which he bears remarks from me, relative to conduct, I am satisfied that there is no person who could listen, and conform more readily, than he, to advice and directions relative to his conduct, given in the spirit of kindness, by one of greater age and experience.

He is young; he is far from his relations, and in a situation in which it is difficult for a youth not to be indiscreet sometimes. From my acquaintance with him, I feel a strong wish and hope that the navy may have the benefit of the exertions of his manhood; I am sure he is capable of being an ornament to it.

I have written this of my own accord, on hearing of the above report, and not at the request of any person; it being what I deem an act of justice, and therefore a duty, I hope, sir, you will excuse it.

I am, with great respect, your obedient servant,

JOSEPH TUFTS.

21ST CONGRESS.]

No. 398.

[1ST SESSION.]

ON CLAIM OF MRS. SUSAN DECATUR AND OTHERS, FOR PRIZE MONEY FOR THE DESTRUCTION OF THE FRIGATE PHILADELPHIA IN THE HARBOR OF TRIPOLI.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 7, 1830.

Doctor Heermann's Deposition.

PHILADELPHIA, April 27, 1828.

DEAR SIR: In compliance with the demand of the honorable the chairman of the Naval Committee of the Senate, "to prepare a written statement of all the particulars relative to the capture, &c., of the Philadelphia," I do myself the honor herewith to enclose to you also, as chairman of the Naval Committee of the House of Representatives, my testimony (to the best of my recollection and belief) of a series of incidents and facts "connected with that affair;" and as, in the acquittal, I have exceeded the bounds originally prescribed to myself as requisite, it is incumbent on me to state that the information derived "from documents" alluded to in the affidavit, and a strong sense of justice to my deceased companions in arms, has been the ruling motive.

I have the honor to be, with signal respect and esteem, dear sir, your very obedient servant,

LEWIS HEERMANN.

The Hon. MICHAEL HOFFMAN, *Member of Congress from New York, Washington.*

NOTE.—For the other documents relating to these claims, see antecedent Nos. 281, 320, 333, 345, and 362.

COMMONWEALTH OF PENNSYLVANIA, *city of Philadelphia:*

On this twenty-sixth day of April, in the year eighteen hundred and twenty-eight, before me, William Milnor, an alderman of the city of Philadelphia, and, ex-officio, a justice of the peace of the State of Pennsylvania, duly appointed and sworn, personally appeared Doctor Lewis Heermann, a surgeon in the navy of the United States, who deposeth upon oath: That having been chosen, in common with his brother officers, by the late Commodore Stephen Decatur, then a lieutenant commandant, to accompany him on an expedition which had the destruction of the late United States frigate Philadelphia for its object, then in possession of the enemy of the United States, and lying in the harbor of Tripoli, on the coast of Africa, he, the deponent, departed under the command of the said Stephen Decatur, from Syracuse, in Sicily, on the third day of February, eighteen hundred and four, in his official capacity as surgeon of the late ketch, (taken a prize by the said Decatur, from the enemy,) and called the Intrepid, for this especial occasion, by the late Commodore Edward Preble, then commanding the Mediterranean squadron; also, that the United States brig Syren, Lieutenant Commandant Charles Stewart, sailed in company, for purposes connected

with the expedition. Deponent further declareth that, in the pursuit of the above object, great uncertainty and continued hardships were experienced by the officers and crew of the *Intrepid*, as arising from an accidental supply of putrid provisions, the frail construction and small size of the vessel, with the occurrence of a severe gale, which, in disappointing early success, laid the foundation of apprehensions for eventual failure; the discovery by the enemy of an armed force having been anchored near the port being rendered more than probable. That, at or before mid-day on the sixteenth of February, the town of Tripoli hove in sight; that, on the evening of the same day, under an unpromising aspect of the weather, a council of officers, held on board the ketch, came to the conclusion of anticipating the hour previously appointed (by Captains Stewart and Decatur conjointly) for entering the harbor: with a full understanding on their part that the aid of the Syren's boats was necessarily forfeited by this new arrangement, and the safety of retreat out of the harbor placed exclusively at the risk of the officers and men who formed the complement of the *Intrepid*—a bold measure—the responsibility of which they justly appreciated, but under existing circumstances was considered a lesser evil than that which would have arisen from procrastination. That by stratagem, and not without difficulty, the ketch was laid alongside the frigate, at or about ten o'clock. That under an irresistible impetus the assailants boarded and carried her, while Midshipman Thomas O. Anderson, with a crew detached from the brig *Syren* on the day before, took his assigned station in a boat, for the purpose of dispatching those of the enemy who might flee from the carnage of the boarders; as also to give notice of and attack any of the enemy's force that might approach the ship. That deponent, according to prior arrangement, was placed simultaneously in command of the *Intrepid*, with orders suitable to the occasion; that "look-outs" were stationed by him to observe any movement in the harbor, and guard against surprise. That the same precautionary vigilance adopted on board the frigate formed one of the fundamental measures of security, as was proved in the instance of one of the "look-outs," (believed to have been stationed on the starboard bow of the *Philadelphia*,) reporting in quick succession the approach of enemy's boats, and their retreat, with an interval of time just sufficient to execute the order which grew out of it—"of killing all prisoners," and draw from the ketch part of a supply of ammunition, small arms, and pikes, for the defence of the ship. That after the hasty retreat of the boats, attributable to the sudden illumination of the gun-deck at this juncture by the lighted candles of the boarders, combustibles were handed on board, a part of which had been received on board the ketch at Syracuse, (where some had been prepared and others purchased,) and a part from the brig *Syren* after leaving port. That the systematic arrangement of the plan, embracing every contingency incident to the boarding, capturing, and firing the ship, having been formed with consummate skill and foresight, the execution of these objects with the greatest regularity, consumed a smaller space of time than could possibly be imagined. That the boarding officers and crew, literally chased from below deck, were pursued by the flames to the ketch, and herself, from the unavoidable difficulty of getting from alongside, was well nigh enveloped. That to obviate this calamity various and well directed efforts were made without effect, until at last her boats being got ahead, and her rigging, &c., cleared, she was successfully towed out of the influence of the current of air that with great violence rushed from every side towards the flames, which, issuing from the hatchways and seizing the rigging from below to two of the mast-heads then standing, played also most furiously from every gun-port and scupper-hole athwart the ketch. That in the momentary confusion that preceded this escape, the frigate's boat, which had been captured alongside and the crew killed by Mr. T. O. Anderson's party at the commencement of the action, got adrift, and the enemy's flag of the frigate being also lost, left no trophy in possession save one Tripolitan, who toward the close of operations was made prisoner by deponent. That the whooping and screaming of the enemy, on being boarded and defeated, drew an almost instantaneous and continued fire of small arms from two xebecs lying near; and that after throwing a rocket by Captain Decatur, which was done immediately upon possession being had of the ship, a brisk cannonade commenced, and was kept up from the castle and other batteries.

That, by means of towing, (exclusively by one or both of her boats,) sweeps inboard, and sails set, the ketch made good her retreat, and had arrived at the rocks forming the outermost boundary of the harbor, when she was met by the Syren's boats, who, in being so much nearer at hand than had been calculated on, surprised the nautical officers of the *Intrepid* quite as much as had the inquiry of the captain of the *Philadelphia*, before boarding her, "respecting the vessel astern"—meaning the brig *Syren*; and proving that, notwithstanding her great distance in the offing during daylight, she had been noticed. That, ere this time, the frigate's guns had commenced discharging, and those of the enemy now slackened their fire; that now, also, the breeze freshened, and, shortly after, increased considerably, but being fair, made good weather of it. That, some time after midnight, the ketch joined company with the *Syren*, then under way, and at a distance in the offing: and that the two vessels reached Syracuse on or about the nineteenth of the same month. Deponent also states that, after the perusal of documents accompanying a report bearing the number 201, of the Naval Committee of the House of Representatives, made at the present session, being the first of the twentieth Congress, he feels himself bound likewise to declare, under oath, that, in frequent converse and common parlance with the officers of the brig *Syren*, on the incidents of the expedition, he never heard any pretensions advanced by them, or either of them, to any agency or co-operation whatever in the consummation of the enterprise within the harbor; and moreover, that nothing did ever transpire, in his intercourse with the officers of that vessel, or those of any other vessel in the squadron, which could have led to an anticipation of the painful necessity to defend, at this date, the entire and undivided credit, acquired nearly one-fourth of a century ago, by the officers and crew of the late ketch *Intrepid*, and consecrated no less by official records than the concurrent testimony of a multitude of gallant officers, now no more.

LEWIS HEERMANN, M. D., *Surgeon U. S. Navy.*

Sworn and subscribed before me, this 26th day of April, eighteen hundred and twenty-eight.

WILLIAM MILNOR, *Alderman, and, ex-officio, Justice of the Peace.*

Copy of the last will of Commodore Stephen Decatur.

I, Stephen Decatur, of the United States navy, now residing in the city of Washington, do make this, my last will and testament, as follows:

I give and devise to my beloved wife, Susan Decatur, and her heirs, all my estate, real, personal, and mixed, wheresoever situated; and I appoint my friends Littleton Waller Tazewell, of Norfolk, Robert G. Harper, of Baltimore, and George Bomford, of the city of Washington, together with Mrs. Decatur, my wife, to be executors of this my will.

In witness whereof I have hereto set my hand and seal, this twenty-second of March, one thousand eight hundred and twenty.

STEPHEN DECATUR. [L. s.]

Signed, sealed, published and delivered, on the day and year aforesaid, by the testator, as his last will and testament, in presence of us, who, at his request and in his presence, and in the presence of each other, have hereunto subscribed our names as witnesses.

JOHN RODGERS.
THOMAS SIM.
SAM'L R. TREVITT.

Robert Thornton states that on or about the 13th of February, 1804, while acting as cockswain on board the United States brig Syren, he conveyed in the cutter of the said brig, to the Intrepid, Thomas O. Anderson and nine or ten others, among whom were John Smith. He then returned with the cutter on board the brig Syren; they then got the cutter and launch ready, with arms and ammunition, to go into the harbor, but were prevented on that night owing to a heavy gale having sprung up; the brig then stood off and on, and was disguised by housing the top-gallant masts, reefing the sails, and discoloring the vessel with dirty paint, &c., so as to prevent her being known as a ship-of-war. The next morning we got all ready, the Intrepid being to the eastward some miles distant; the two boats were kept on the deck of the Syren, with the arms, &c., on board, completely covered and ready for service. The night we went into the harbor the boats were hoisted out about dusk, and a signal given to proceed into the harbor. The cutter in which I was, contained Midshipman Dorsey and others, about twelve in number; we had a compass on board and proceeded first. The launch followed with Lieutenant Caldwell, E. P. Kennedy, and others; she being a heavier boat could not pull as fast as we did. I then requested Lieutenant Caldwell to let the cutter go on, she being light and might be serviceable; after a little while he consented, and the cutter went ahead and soon lost sight of the launch. The cutter proceeded into the harbor with oars muffled, and got under the stern of the Intrepid, when we were ordered to keep under the stern, and as much out of sight as possible, and to make no noise whatever; we were then ordered to take a station on the starboard bow of the frigate, and keep a look-out that no boats came on board the frigate; this station was taken by the cutter, and while so engaged a large boat came alongside of us full of Turks to the number of fourteen or more. We boarded and captured her, some of the Turks were killed and some jumped overboard. Soon after this a number of boats approached, but did not come very near. When the frigate was completely on fire the cutter and the small boat belonging to the ketch commenced towing her away from the frigate. In swinging round, the rigging of the main boom became entangled with a spar of the frigate, which stopped her way a few minutes, during which the mainsail of the ketch caught fire and was extinguished. The boats continued towing the Intrepid until she was completely beyond the reflection of the light from the frigate. When the Intrepid was out of the harbor, Captain Decatur ordered the cutter alongside, and was taken on board of her and conveyed to the Syren.

COUNTY OF PHILADELPHIA, *State of Pennsylvania*, ss:

Before me, the subscriber, one of the justices of the peace in and for the county aforesaid, personally appeared John Smith, residing in Penn township, in said county, and being sworn according to law, doth depose and say: That he was in the year 1804 a seaman on board the United States brig Syren, of 18 guns, commanded by Charles Stewart; that he was sent on board of the ketch Intrepid with nine men and Midshipman Oakley Anderson, on the 13th of February, 1804, for the purpose of destroying the frigate Philadelphia, then lying in the harbor of Tripoli, and that they entered the harbor on the night of the 16th of the same month; that this deponent was put on board of the Intrepid by Robert Thornton, coxswain, who afterwards returned to the Syren with the cutter in which they had been brought on board the Intrepid; that the crew which afterwards, on the night of the 16th, brought the cutter into the harbor of Tripoli, was no part of the nine men which had been previously put on board the Intrepid; that he distinctly recollects seeing Robert Thornton in the cutter on the night the frigate was burned; that he was well acquainted with Thornton and could not be mistaken, and the cutter in which Thornton was did assist in towing the Intrepid away from the frigate and out of the harbor. That when the ketch Intrepid was hauled alongside of the Philadelphia we immediately boarded her and set her on fire, and it was with great difficulty we made our escape, as the main boom topen-lift in swinging around caught on the main brace buncin, or some other spar of the Philadelphia, which detained us a few minutes. A short time after the frigate was set on fire, the cutter of the Syren, in which Robert Thornton then was, and the boat belonging to the Intrepid, in which deponent then was, took the ketch Intrepid in tow (it being then calm) and brought her to the anchorage of the Syren, when Decatur was received from on board the Intrepid by Robert Thornton, into the cutter, and carried by him to the Syren. And further saith not.

JOHN SMITH.

Sworn and subscribed this 2d of January, 1830.

FRANCIS MITCHELL, *Justice of the Peace.*

21ST CONGRESS.]

No. 399.

[1ST SESSION.]

APPLICATION OF BOATSWAINS, GUNNERS, CARPENTERS AND SAILMAKERS OF THE NAVY
FOR INCREASE OF COMPENSATION.

COMMUNICATED TO THE SENATE JANUARY 12, 1830.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of the undersigned boatswains, gunners, carpenters, and sailmakers, warrant officers in the navy of the United States, respectfully sheweth:

That your memorialists, deeply impressed with a sense of the justice and wisdom of your honorable bodies, and relying on the protection which has invariably been extended to every branch of the service, whenever legislative aid has been made manifestly to appear necessary; they have, therefore, united for the purpose of laying before your honorable bodies the incompetency of their present pay to the support of themselves and their families.

The pay of this class of officers, as established by law, is \$20 per month, or \$240 per annum, and two rations at 25 cents per day, \$182.50; making their yearly pay \$422.50.

Of this sum, when ordered to sea, they can leave but a half pay ticket, or \$10 per month, for the support of their families and the education of their children. The total inadequacy of this sum to supply them even with the necessaries of life, will, no doubt, readily suggest itself to your honorable bodies.

Your memorialists would further respectfully represent to your honorable bodies that many of them have been in the service upwards of ten years, and that they are not in the line of promotion; that they are a class of officers on whom great responsibility devolves; that they should necessarily be skillful in their several professions, in order to the faithful discharge of the various duties assigned them; that the present emoluments are not a sufficient inducement to call into the service individuals possessing the necessary qualifications, and who would add to its respectability. And your memorialists regret to say that this is one great reason why this class of officers have lost that consideration among their superiors to which their situation in the service entitles them.

Your memorialists respectfully request that you will take into consideration the foregoing statement, and that such provision may be made in their behalf as, in your wisdom, may be deemed just and proper.

And your memorialists, as in duty bound, will ever pray.

(Signed)

DAVID EATON, *Boatswain.*
JOHN WOOD, *Boatswain.*
JAMES BANGS, *Boatswain.*
ELI DILL, *Boatswain.*
JAMES EVANS, *Boatswain.*
GEO. MARSHALL, *Gunner.*
GEORGE JACKSON, *Gunner.*

JOHN LORD, *Gunner.*
JOHN BLIGHT, *Gunner.*
SAMUEL HUBBARD, *Gunner.*
RICHARD THOMAS, *Carpenter.*
ZACCS. R. FULLER, *Carpenter.*
JOHN SNIDER, *Carpenter.*
NEHEMH. PARKER, *Carpenter.*

SAMUEL PHILLIPS, *Carpenter.*
B. B. BIRCHSTEAD, *Sailmaker.*
ISAAC HALL, *Sailmaker.*
JAMES R. CHILDS, *Sailmaker.*
NATHL. B. VEDE, *Sailmaker.*
BENJAMIN CROW, *Sailmaker.*

21ST CONGRESS.]

No. 400.

[1ST SESSION.]

APPLICATION OF SAILINGMASTERS OF THE NAVY FOR INCREASE OF COMPENSATION.

* COMMUNICATED TO THE SENATE JANUARY 12, 1830.

To the honorable the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of the undersigned sailingmasters in the navy of the United States, respectfully sheweth:

That, by the usages and regulations of the navy, the sailingmasters are required to be at the same expense of dress, living and appearance as the grade of lieutenants, with the solitary exception of an epaulette. That at sea they mess with the lieutenants, and have to bear an equal proportion with them in the expense of the wardroom mess.

That their pay and rations amount to \$660 per annum, (hospital money deducted) being \$302 per annum less than that of the lieutenants. That as it was thought expedient at the last session of Congress to increase the pay of the lieutenants \$10 per month and one ration, that the same increase be extended to the sailingmasters as equally necessary.

That of the thirty officers of that grade now in service, twenty have been in it upwards of ten years, several upwards of fifteen, a few upwards of twenty, and one thirty years. That most of them have families to support. That when they are ordered to sea they can leave but a half pay ticket of \$20 for the support of their families; a sum wholly inadequate for that purpose.

That in addition to their increased pay, the lieutenants have the constant view of promotion in rank and increase of income, while the sailingmaster, by present regulations, receives only the same remuneration at the end of twenty years' service as upon his entry into it, and the hopes of promotion are, during peace, denied him.

Your memorialists, therefore, respectfully request that you will take the foregoing statement into consideration, and that such provision may be made in their behalf as may be deemed just and necessary, and your memorialists, as in duty bound, will ever pray.

SAMUEL C. HIXON, *S. M.,*
CORNIS. BENNETT, *Sailingmaster, U. S. N.,*
CHAS. V. WALDO, *Sailingmaster, U. S. N.,*

In behalf of ourselves and brother officers of this grade.

JANUARY 22, 1829.

21st CONGRESS.]

No. 401.

[1st Session.]

SURVEYS FOR A NAVAL DEPOT IN NARRAGANSET BAY AND NEWPORT HARBOR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 14, 1830.

WAR DEPARTMENT, January 12, 1830.

To Andrew Stevenson, Speaker of the House of Representatives:

Sir: In compliance with a resolution of the House of Representatives, of the 24th December last, I have the honor to communicate, herewith, extracts of "such surveys and reports as have been made by officers of the engineer corps, acting in conjunction with officers of the navy, of the waters of Narraganset Bay, and the harbor of Newport, in the State of Rhode Island, for the purpose of selecting some place, within some State, for a naval depot and one of the principal navy yards of the United States."

I am, very respectfully, sir, your most obedient servant,

JN. H. EATON.

Rendezvous harbors for the navy.

From Cape Hatteras to the Bay of Cape Cod, the maritime frontier of the Union offers four great harbors, which may be closed and defended by batteries, and are capable of receiving the largest fleets. These are Hampton Roads, New York, Narraganset Bay, and Boston. In our report of 1819, we have examined the first; we shall presently compare the three others.

New York harbor offers the following advantages:

- 1st. It lies at the mouth of a large and deep river, which affords to the vessels in the bay the means of sailing up into the interior, if the harbor is forced.
- 2d. It has two issues, one through Hell-gate and the other by Sandy Hook.
- 3d. It can easily be defended, and at a moderate expense, at the Narrows.
- 4th. It affords good anchorage, safe from winds and waves, during ten months of the year.
- 5th. Vessels may reach it by twenty points of the compass, from north-northwest to south-southwest round by the east.
- 6th. It will be difficult to blockade it, if the outer harbor is fortified, as the enemy, in that case, will not possess any harbor of refuge between Gardiner's Bay and the mouth of the Delaware.

Its disadvantages, on the other side, are:

1st. That if the channel beyond Sandy Hook is not defended by works, which must be very expensive from the nature of the position, it can be blockaded by a naval force, stationed in Sandy Hook and Raritan Bays. Nor can this position be rendered absolutely impenetrable to an enterprising enemy, when we consider the breadth of the channel, and that, with the aid of wind and tide, vessels can run through the fortified pass at the rate of eight or ten miles an hour, at least; so that, unless floating stockadoes, chains, or other obstacles, were thrown between the batteries, each vessel, in forcing the passage, would only remain twelve minutes under their fire.

2d. Its avenues are not easily nor conveniently accessible. The pass by Hell-gate is very dangerous, and can scarcely be attempted by large vessels, but at slack water; it may, besides, be easily blockaded by a station in Long Island Sound. The pass by Sandy Hook is only twenty-one feet deep at the Knoll bar, and therefore not practicable at low water; it is only practicable during four hours out of twelve, when it offers twenty-four or twenty-five feet of water, two hours and a half during the flood, and one hour and a half during the ebb of the tide; so that, during a part even of that time, vessels running in or out must work against the tide.

3d. During one or two months in the year, vessels are exposed in the harbor to great damages from the floating ice of the river.

The first of these disadvantages is not material, as the harbor is completely closed at the Narrows; American vessels will therefore lie within them, in perfect security, even if the enemy should force the passage of the Knoll bar. He can thus have no object to gain in attempting it; it would be playing ships against batteries for no purpose, as he could not expect to destroy the shipping within the harbor; and the momentary advantage he would obtain in anchoring between Staten Island and Sandy Hook, and menacing the interior communication of the Raritan, would not be worth the risk he must run to obtain it, especially as it will be as difficult to get out again to the Atlantic, under the fire of the batteries at the bar, or to communicate with it, as to get in. The expense of fortifying the pass of the Knoll bar, as well as the Narrows, even although it should produce a perfect defence of the outward channel, is therefore of the highest importance and utility, as these batteries will prevent an enemy from establishing himself in the bay, even if he should force them, and as they cover the city of New York from an attack by Gravesend Bay, and protect the interior navigation of the Raritan, and great foreign trade of the Hudson. Thus, whether New York be, or be not, selected as a proper rendezvous harbor for the navy, that expense will be equally necessary, and cannot be reckoned among the objections to the selection of this port for that purpose. The same observations will apply to the expense necessary to fortify the pass of Throg's Point.

But the second and third disadvantages which we have enumerated, can neither be palliated or remedied; and must, therefore, be reckoned amongst the objections to this port as a great naval station and harbor of rendezvous.

Narraganset Bay offers the following advantages:

1. It is the only harbor of the Union, on the Atlantic, where vessels can run in with a northwest wind; a wind which, it may be seen in the annexed tables, blows sixty-five days out of three hundred and sixty-five, on an average.

2. Vessels may reach it by twenty points of the compass, from northwest to east round by the south.
3. A fleet can manœuvre under sail within the bay.
4. It offers, during the whole year, excellent anchorage, perfectly safe from winds, waves, storms, or floating ice.
5. It is abundantly provided with fresh water to supply the wants of a fleet.
6. It will be very difficult to blockade it, without a force greatly superior to that desirous to escape, because if the enemy be in Gardiner's Bay, an easterly, and if in Buzzard's Bay, a westerly wind will confine him there, while either of these winds will take our vessels to sea.

The disadvantages of Narraganset Bay, are:

1. That its two passes, running in the same direction, offer no advantages over a single issue, and will be much more expensive to fortify.
 2. That the eastern pass being accessible on its whole length, enables an enemy to land anywhere in Rhode Island, occupy it, and from thence watch and menace the naval forces stationed in the bay.
- The second of these disadvantages can be remedied in a great measure by erecting, as we have mentioned above (122), a strong *tele du pont* in Rhode Island, and one or two strong redoubts on Tiverton Heights, by which reinforcements may be poured at all times into the island, and the enemy driven out of it, whilst batteries on the heights of the continent, east of the pass, might burn his vessels in the eastern channel with red hot bullets. As to the other objection just mentioned, we will only observe, that from the powerful reasons before given (114) for depriving the enemy of a position which would be so dangerous in his hands, and for securing it to the American navy, the expense of closing the bay must, in any case, be incurred. But there is another motive for fortifying this post, which appears to us of great moment. The very same winds (from N. N. W. to S. S. W. round by the E.) serve to run into the harbors of Boston and New York; but when it blows from any of the remaining points of the compass (from N. N. W. to S. S. W. round by the W.) vessels cannot enter into either of these harbors, but must run into Narraganset Bay, where they can enter at least by all the winds between N. W. and E. round by the S. (139.) If the Union keeps firm and strong possession of these three harbors, her fleets will, therefore, be always able to gain one of them, except when the wind may blow from one of the four points between N. W. and N. N. W. Narraganset Bay will then offer a ready and secure refuge for all vessels which might not have a favorable wind for running into Boston or New York. By throwing a glance over the annexed tables, it will be seen that such winds blow on an average during one hundred and twenty days in the year (nearly a third), and from all these united considerations, the importance of Narraganset Bay will appear amply sufficient to warrant all the expenses which the closing of its western pass and the fortifying of its remaining and central channel will require.

Boston harbor possesses the following advantages:

1. It can be easily secured against any attack by land or sea, and is most strongly fortified by nature.
2. It offers good anchorages, sufficiently secured against winds, waves, and never engaged by ice.
3. It is difficult to blockade it; a vessel can run in and out of it by winds which forcibly retain the enemy's cruisers in their stations off Cape Cod Bay.
4. Vessels can enter into it by twenty points of the compass between N. N. W. and S. S. W. round by the E.

The disadvantages of Boston harbor are the following:

1. Its channel is so narrow that large fleets have some difficulty to sail in and out of it.
2. The neighboring seas are stormy and dangerous in winter, and its climate is very severe during four months of the year.

But the first of these disadvantages is remedied by the facility and security with which the largest fleets can run in and out of Nantasket Road and President Road. The first of these harbors opens into the very entrance of the channel in the Atlantic. The second lies half way between Boston and the ocean, and both offer ample and excellent anchorages for the largest fleets, and are protected against any attack by the same projected forts which are destined to cover Boston harbor. As for the second of these disadvantages, it operates with much greater strength against the blockading and cruising stations of the enemy, than against the vessels of the Union, from the great number of ports and harbors which lie to the eastward of Boston, and which, in time of war, would be open to American vessels in distress, but closed against those of the enemy.

Such are the advantages and disadvantages of these three great harbors, considered separately as rendezvous and naval stations for the military navy of the United States. Their separate value being thus ascertained, their relative value to each other must be examined. We shall, therefore, compare them together, and examine the influence of each of them on the general defence of the frontier.

We have seen that the disadvantages of Narraganset Bay and Boston harbor, as naval stations, can be remedied, and are not serious objections against them. But those of New York harbor (the floating of the ice of the Hudson, and the impossibility of crossing the Knoll bar, except during four hours out of twelve, or eight out of twenty-four, to which we must not forget to add that, during the run of a heavy sea, to which the bar of New York is much exposed, it will be highly dangerous to attempt the passage at all), cannot be palliated. In this point of view, Boston harbor and Narraganset Bay are preferable to New York.

The same winds serve to enter New York and Boston (136, 140), and from the annexed tables it will be seen that these winds blow on an average 245 days in the year; but as the Knoll bar can only be crossed eight hours in the twenty-four by large vessels* (136) those vessels will find an advantage of three to one in the facility of sailing into the harbor of Boston, instead of that of New York. Vessels sailing out will find the same advantage.

The choice remains thus to be made between Boston and Narraganset Bay. These two harbors can be reached partly by the same winds, from south-southwest to east round by the south, but when the

* See succeeding note for a further advantage over New York.

wind blows from east to north-northwest round by the north, a fleet can enter Boston harbor, but cannot run into Narraganset Bay, whilst, when it blows from south-southwest to northwest a fleet can enter Narraganset Bay, but cannot run into Boston. By consulting the following table we will find from these premises the following results:

A fleet can enter Boston harbor during 245½ days in the year; also Narraganset Bay during 285 days in the year; and have the choice of either during 120 days in the year, on an average.

A fleet can enter Boston, but not Narraganset, 80 days in the year; also Narraganset, but not Boston, 120 days in the year, on an average.

Narraganset Bay has therefore the advantage of Boston by forty days in the facility of entering its harbor. If Boston were the only harbor of rendezvous on this coast, and Narraganset Bay were left open to the enemy, a fleet might find no refuge during one hundred and twenty days of the year. And if Narraganset Bay was alone prepared to receive it, and afford it all necessary accommodations, it might, nevertheless, during eighty days of the year, be forced to run into Boston. Thus neither of these harbors, separately, can offer a port of refuge constantly open to a fleet, seeking such an asylum, and they must both be fortified to attain that important object. If this were done, a fleet might always be sure of reaching the one or the other, except when the wind might blow from one of the four points of the compass between northwest and north-northwest, and it would have the choice of either during one hundred and twenty days of the year.

If we consider next the comparative influence of these three harbors on the defence of the frontier, we will perceive that Narraganset Bay protects the interior navigation of the sound as well as New York does, and has besides the advantage of affording a good station for watching and overseeing the continuation of that navigation through the Vineyard Sound round to Cape Cod, and thus, in time of war, offer a safe refuge to merchant vessels bound either for Boston or New York, but chased by the enemy, or prevented by the weather from reaching their destination. Narraganset Bay protects, therefore, more effectually than New York, the coasting and foreign trade of the country.

As to the communication and connection which must be maintained between the great southern naval station, and rendezvous of Hampton, and the northern station, wherever it be placed, Narraganset Bay is the most favorably situated of the three just mentioned for that purpose. Supposing that some ships-of-war lay in each of these three harbors,—Hampton Roads, New York, and Newport, in Narraganset Bay,—and that they received orders to form a junction in one of the three, which of them is the most advantageously situated for that purpose?

To form a decision on this point, we must observe that the southern winds are the most prevalent during five months of the year, from April to August, and consequently during these five months it will be easier to sail from Hampton Roads and New York to Newport than from Newport to Hampton Roads or even to New York, and Narraganset Bay will be the point where the junction will be most easily and rapidly accomplished. Besides, the wind during this season shifts generally from south to southwest, west and northwest, which are all favorable winds for running into Narraganset Bay. When this wind blows, it is indeed the only port of the Atlantic which large vessels can enter. During the remainder of the year the northeast, north and northwest winds, which are most prevalent, afford every facility for running from Narraganset Bay and New York to Hampton Roads, but whilst they continue to blow it is impossible for vessels from Newport and Hampton Roads to perform a junction at New York. The central position of New York, at the middle and bottom of the great inward curve of the coast, so often mentioned before, between Cape Hatteras and Cape Cod, is not, therefore, favorable to the junction and concentration of the naval forces of the republic, lying in Hampton Roads and Narraganset Bay, near the two extremities of this curve. But these two latter ports are very advantageously situated for the mutual correspondence which they must necessarily and frequently maintain with each other, and by that means cover in some sort and protect that whole curving coast.

Narraganset Bay is therefore clearly superior to New York, either if we consider the protection which it affords to trade or the facility of the movements of the naval force which is destined to protect it. With Boston its only relations are the facilities which either of these harbors affords to fleets or vessels in distress to run into the one when they cannot reach the other.*

They both offer a secure refuge against storms or against a superior enemy, to merchant vessels as well as to the navy of the republic. Boston may be considered as the naval place of arms of the coast between Cape Cod and St. Croix river, and Hampton Roads and Narraganset Bay as the naval place of arms of the long curve of coast between Cape Cod and Cape Hatteras. Boston requires, therefore, an independent and particular organization as a great naval and military station; and Narraganset Bay, besides all the powerful reasons already given to make it enter into the general system of defence of the maritime frontier, (114–16,) must be considered as a most important auxiliary and dependency of the two great and principal military harbors of the Atlantic, Hampton Roads and Boston.

From the whole of these considerations, from those which the board has already developed in its report of 1819, and from some others which shall be developed in the next article of this memoir on naval depots, we may conclude, as the general result of these remarks, that Hampton Roads in the south, and Boston in the north, are the two harbors which unite the greatest and most requisite conditions for harbors of rendezvous and military stations for the navy; and that Narraganset Bay, between them, must indispensably be fortified, and considered as an occasional but most important rendezvous.

Naval depots.

In the report presented by the board in 1819, we have indicated (77–8) what are the establishments which altogether constitute a great naval depot. We shall not again go over the same ground, but content ourselves with laying down in this memoir some of the principles on which the site of a depot, so important to the national wealth and national glory, should be selected.

* Besides, there are these further relations: the facility of transporting materials, workmen and sailors overland from one to the other, and easy communication by signals.

† Report of 1819 relates to southern depot.

Security against any attack by sea or by land is, undoubtedly, the first condition required: for, the destruction of an establishment of this nature involves with it the destruction of all those elements of a naval force which have been collected for a long time beforehand during peace, to the incalculable loss of the public. Such a misfortune must be severely felt, during the whole course of a war, and cannot well be repaired whilst it continues. This indispensable quality (security) must be obtained, as well as localities will admit, without having recourse to artificial fortifications, for these must be very costly; and if that expense can be avoided, the same sums will be much more advantageously laid out in improving and aggrandizing the establishments of the depot.

Thus, if equal in other respects, a place whose site is naturally strong, and whose position, with respect to the general frontier, is well covered, should be preferred to another that requires to be fortified; it should be taken into consideration, that the fortifications of such an establishment must not merely consist in a single rampart, but must be covered by advanced forts to keep off the fire of incendiary batteries; a system of defence which involves great expense, and must, therefore, be avoided as much as the localities will admit.

The principal conditions required in selecting the site of a naval depot are, therefore:

1. To be easily defended by the natural strength of the site, and by the vicinity of reinforcements.
2. To have a secure communication in time of war with those districts which are to supply it with naval stores.
3. To receive those stores by the cheapest and readiest conveyance possible.
4. To have a convenient and secure communication with a harbor proper, to serve as a naval rendezvous.
5. To offer a safe asylum to a fleet forced to seek refuge, or wanting repairs, as well as to vessels laid up in ordinary.
6. To possess depth enough in its waters to allow the largest vessels to sail in and out without any difficulty.
7. To offer a convenient and favorable site for the building, and other accessories of such an establishment.
8. To possess in the neighborhood, all necessary means for securing the approvisionnement service.
9. To be plentifully supplied with fresh water for the establishment, and for the approvisionnement of the navy. And,
10. To be free from local and periodical diseases.

The points which appear to satisfy the greatest number of these conditions, between Portland and the Delaware, are: 1st. Chambers' creek and Murderer's creek, Poughkeepsie, and Allen's Point, in the Hudson; 2d. Gales' Ferry in Thames river; 3d. Fall River, Howland's Ferry, and Prudence Island, in Narraganset Bay; 4th. Charlestown, in the harbor of Boston; 5th. Funnell's Island—where a depot exists at present—and Great Bay, in Piscataqua river.

We have seen that Newburgh and Poughkeepsie, (28) in the Hudson, did not offer a convenient site for the erection of the buildings and establishments necessary in a depot; were both exposed to the floating ice of the river, and possessed no advantages besides, over Chambers' creek and Murderer's creek. We have seen that the space between those two creeks might be filled up to the line of eighteen feet sounding, which would allow sufficient room for the stocks and buildings; but that it will be necessary to dig an artificial basin, to protect ships lying in repair and ordinary from the floating ice in winter. As such a basin would also be necessary at Poughkeepsie, Murderer's creek has the advantage over it, of offering a more convenient site for the buildings.

Allen's Point, at the mouth of the Fishkill, possesses the same advantage, but requires also a basin for wintering vessels; and, lying on the left bank of the Hudson, is exposed to an attack by land from Long Island Sound. Murderer's creek is covered against such an attempt by the Hudson; and lying, besides, in the vicinity of the Great pond, (26) which might be turned to the greatest use in the details of the establishment, appears to be, in every respect, the best site in the Hudson for a naval depot.

2. Gales' Ferry, (55) in Thames river, unites many of the above-mentioned requisites, but has two great defects: 1st. It lies at a distance of only nine or ten miles from the sound, where an enemy might land to the west of Thames river, and reach the depot in a few hours; it would therefore require to be fortified on a large scale. 2d. It communicates with a harbor, (New London) which can indeed receive large vessels, but does not possess the qualities necessary for receiving a fleet. Gales' Ferry is therefore inferior to Murderer's creek, as a site for a naval depot.

3. The sites of Pocasset river, near Howland's ferry, (70) and Fall River, (71) in Narraganset Bay, offer, as we have seen, many conveniences for the erection of the necessary establishments of a naval depot; but they would both require to be covered by an extensive system of defensive works. The first is commanded from 100 to 160 feet, at the distance of 1,000 or 1,200 yards, by the heights of Tiverton, which are only twelve to fifteen miles distant from the point where the enemy might land in Buzzard's Bay, and four or five miles from the point where he might land in the eastern pass of Narraganset. It would also require to be covered with fortifications on the side of Rhode Island. Fall River is rather less exposed to such an attack than Howland's Ferry. An expedition landing in Buzzard's Bay would only have, however, from fifteen to eighteen miles to march before it reached it; and it would, therefore, require to be sufficiently fortified to resist until reinforcements could arrive. It is covered on the land side by Cooke's and Watts' upper pond, but the first lies 2,500, and the second more than 3,000 yards from Fall River village; and the openings between them and Mount Hope Bay offer a development of more than four miles, which must be defended. Fall River being, however, accessible only on one side by land, and lying nearer to the reinforcements from the interior; possessing, besides, the command of a noble and abundant fall, is preferable to Howland's Ferry; but, with the exception of this last circumstance a useful—but by no means an indispensable requisite—Prudence Island, in the same bay, offers as many conveniences and more space than Fall River, for the disposition of the buildings, docks, stocks, and establishments; and is, moreover, inaccessible by land. In this respect, it has the advantage of Fall River; and is greatly superior, in every respect, to Howland's Ferry.

4. Charlestown, in the harbor of Boston, offers every convenience that can be desired, as to the disposition of the localities for buildings, docks, &c. It is completely secured against any attack by sea, and its position is very strong by land (126); indeed it might be rendered absolutely impregnable, at a very trifling expense, by throwing up some field fortifications across the necks of Boston and Charles-

town, and the turnpike leading from the left bank of the Malden river, across swamps and marshes, to Salem and Newburyport, and upon Noddle's Island.

5. Funnell's Island and Great Bay lie too far to the north for a great naval depot. The neighboring seas are too stormy in winter, and the British possessions are too near, for a fleet wanting repairs, supplies, and provisioning to seek them in preference to Boston. Great Bay is besides subject to the same inconvenience as Gales' Ferry, and lies at a much greater distance from those districts of the Union which supply the best timber and naval stores.

We may therefore reduce the points in competition for receiving the naval depot to the three following: Murderer's creek, (or rather the space between Murderer's and Chambers' creek,) Prudence Island, and Charlestown. Murderer's creek possesses in the highest degree the first requisite quality of security against any attack by land or sea. To attack it by land, an enemy must disembark in the sound at Norwalk, march sixty-six or sixty-eight miles through a mountainous and rugged country, and effectuate the passage of the Hudson. Such an operation must appear absolutely impracticable, if we consider that 150,000 men can be concentrated in this position in eleven days, and that in less than six days an invading army might be surrounded by more than 80,000 men. If the enemy attempted to attack it with a naval force alone, he would have not only to force the harbor of New York, but his passage up the Hudson, through repeated obstacles; an impracticable operation. This position enjoys also the great advantage of a secure and cheap communication with those parts of the country which supply the best naval stores; it can receive those of the south by the projected canals between the Chesapeake and Delaware, and the Delaware and Raritan, in time of war, as well as in time of peace; and those of the north by the canals projected to join the Hudson and the northern lakes. But if this position enjoys these great advantages, they are counterbalanced by serious inconveniences. 1. Its communication with the harbor of New York is interrupted during two months of the year. 2. It requires artificial basins to be dug at great expense, to secure vessels lying in ordinary against the ice of the river. 3. It opens into a harbor which does not unite, as we have seen above, (137-8, 144-5,) the conditions required for a naval rendezvous.

Prudence Island is perfectly secure against an attack by land; to attack it by sea, it will be necessary to force the entry of Narraganset Bay; but if the enemy succeeded in that attempt, the depot would be in great danger, and if he did not take it, he might destroy and burn it, by sending a light flotilla of bomb ketches and gunboats up the bay for that purpose. By the canals mentioned above, and by Long Island Sound, its communications with those sections of the Union which supply the best naval stores would be pretty secure. But from the greater distance, their conveyance would be somewhat more expensive, and not quite so safe in time of war as at Murderer's creek. Prudence Island only requires some dykes, or even stockades, to secure vessels in repair or ordinary from winds and waves, as the harbor does not freeze in winter; artificial basins will therefore not be necessary. Lastly and chiefly, it lies in a harbor which unites all the requisite qualities for a naval rendezvous.

Charlestown possesses a very strong position on the land side, and may be considered as impregnable, if the reinforcements from the interior arrive in time; and if the field fortifications mentioned above are thrown up before it. An attack by sea can never succeed if the channel is properly defended. It communicates with a harbor which unites all the conditions required for a naval rendezvous, and the tide rising ten feet in the bay, gives it the means of filling and emptying its dry docks to that height, so that it will only be necessary to fill or to empty them to the height of six or seven feet more by other means, an advantage equivalent to a fall behind the works. The harbor never freezes, and artificial basins are therefore unnecessary. Lastly, it has the advantage of possessing an establishment already begun, and which has already cost great sums to the Union; this will be all lost if this establishment is given up, but will produce an immense economy if Charlestown is selected for a naval depot, as, instead of creating everything, it will only be necessary to enlarge and improve the existing establishment. The only serious disadvantage of this position is, that its communication with those sections of the Union which produce the best timber and naval stores (the southern States) is uncertain in time of war, and that their conveyance even in time of peace will be more expensive than at the two other points above mentioned. (The Middlesex canal will, however, secure to this situation immense supplies from all the country bordering on the canal, and on Merrimack river.) This disadvantage is, however, palliated by several considerations. 1. Labor is cheaper at Boston than in the State of New York, and the saving which this will produce will compensate in part for the greater expense of conveying the materials from the second to the first of these cities. 2. If that conveyance is annoyed, or partially interrupted by the enemy's cruisers in time of war, the naval constructions of the Union will not however be suspended, since the enemy (as may be seen in our report of 1819,) cannot intercept the correspondence between those sections which produce the best naval stores, and the other great depot projected in James river. 3. We must either submit to this inconvenience, or deprive Boston of those maritime establishments which are indispensable to it in any case, as the natural great place of arms of the coast between Cape Cod and St. Croix river.

From all these considerations, we see that (excepting the safe arrival of naval stores in time of war) Charlestown unites in a sufficient degree the same advantages as Murderer's creek and Prudence Island; that it has, above the first, the advantage of communicating at all times with the ocean, of being free at all times from floating ice, and opening into a harbor which possesses the requisite qualities for a naval rendezvous; that it has, above the second, the advantage of being better secured against an attack by sea; and possessing facilities for constructing better and cheaper dry docks; that, in short, it has over both these positions the advantage of an establishment already begun, which will save a great expense; and that its place for providing for the wants of a fleet, acting to the north of Cape Cod, can neither be supplied by a depot in the Hudson nor by one in Narraganset Bay.

From all these considerations, Charlestown appears the most proper site for the great naval depot of the north; and when Narraganset Bay shall be closed, we should propose to establish a secondary depot in Prudence Island, containing the necessary stores and docks for repairing and refitting a fleet or single vessel obliged to seek shelter in the bay after an action, or after a storm.

The general result of this memoir, and of our report of 1819,* is—

1. That a great naval depot should be formed at James river for the south, and another at Charlestown, in Boston harbor, for the north.

* Report of 1819 relates to southern depot.

2. That Hampton Roads, in the south, and Boston in the north, should be fortified and organized as great naval and military rendezvous, and Narraganset Bay between them as an occasional rendezvous.

The secure possession and proper organization of these three great points, will give to the navy of the United States all those advantages which it requires to fulfill its destinies; to protect the maritime trade of the nation; to resist unjust aggressions, and to curb the rapacity of her jealous enemies and rivals on the ocean.

N. B.—The board has not joined to this report the plans nor projects of the establishments which are to be erected in the southern and northern depots. These plans and projects will take a great deal of time to be finished with precision, and in all their details they will require exact researches and a careful and attentive study of all such establishments in the several ports of Europe, to profit of what is good in them, and to avoid such defects as a long course of experience may have pointed out. But such a work can only be undertaken when the government shall have fixed upon the points where the depots shall be established.

These projects must consist of the following parts:

1. General plan exhibiting the whole disposition of the buildings, stores, stocks, dry docks.
2. Plans, sections, profiles, and elevations of every building, stocks, dry docks, &c.
3. Detailed estimates of the expense of each of them.
4. A memoir describing the general disposition and particular details of all the construction in every establishment.

Amongst those whose utility is most generally acknowledged, and whose want is most pressingly felt at this moment, are dry docks for repairing the bottoms of large vessels. These are the most necessary, as there exist no such establishments at present in the United States, and ships-of-war of the higher ranks are thus exposed to fall into decay for want of repairs. It is much to be desired that they should be finished as soon as possible, and especially that they should be done on those points which will be selected as the seats of the great national naval depots.

BERNARD, *Brigadier General.*

J. G. TOTTE, *Maj. Engineers, Bt. Lieut. Col.*

L. WARRINGTON, *Captain U. S. Navy.*

J. D. ELLIOT, *Captain U. S. Navy.*

R. E. DE RUSSY, *Capt. U. S. Engineers, for District of New York.*

S. BABCOCK, *Maj. Engineers, Member of the Board for Delaware.*

21ST CONGRESS.]

No. 402.

[1ST SESSION.]

OPINIONS OF NAVAL SURGEONS ON THE EXPEDIENCY OF ALLOWING THE SPIRIT RATION TO MIDSHIPMEN OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 14, 1830.

Letter from the Secretary of the Navy, transmitting opinions of surgeons of the navy, in relation to allowing to the midshipmen of the navy of the United States, ardent spirits as a part of their rations.

NAVY DEPARTMENT, *January 13, 1830.*

In compliance with a resolution of the House of Representatives of the United States, of the 25th of February, 1829, the Secretary of the Navy has the honor to present the accompanying communications of Doctors Heermann, Barton, and Harris, three of the medical officers of the navy, who, in pursuance of the said resolution, were required to give "their opinions, separately, whether it is necessary or expedient that distilled spirits should constitute a part of the rations allowed to midshipmen; and, also, their opinion of the effect upon the morals and health of the individuals, and upon the discipline and character of the navy, should each midshipman use the quantity of distilled spirits which now by law constitutes a part of the daily ration."

In submitting these opinions, the Secretary deems it unnecessary to add any remarks of his own, in illustration and enforcement of the views therein expressed, further than they are earnestly concurred in.

It may, however, be proper for him to recommend a liberal commutation in money in lieu of the spirit part of the ration now allowed by law, leaving those entitled at liberty to purchase additional quantities of small stores, as more suitable and conducive to their health, comfort, and morals.

The Hon. the SPEAKER of the House of Representatives.

NEW ORLEANS, *June 25, 1829.*

SIR: In respectful compliance with your direction of 25th ultimo, covering a resolution of Congress under date of 25th February last, requiring the opinion of three medical officers of the navy, "whether it is necessary or expedient that distilled spirits should constitute a part of the rations allowed to midshipmen," I do myself the honor to report, that youthful health and vigor are, under common circumstances, fully competent to undergo with certainty and safety the expenses and fatigues of naval service; rendering this stimulating beverage as an article of daily consumption, unnecessary. And as abstinence from it with substitution of value, or other article in the ration, would not exact an actual privation (unless as it might arise from a depraved appetite) the daily issue of ardent spirits is considered inexpedient. Since my earliest recollection, however, of that class of officers, in the year 1801, so great an improvement has been wrought in respect to this part of their allowance, from a moral impulse, that, in its progressive

operation, the voluntary dismissal of distilled spirits from their messes might be reasonably anticipated.

"Should each midshipman (from his first appointment) use the quantity of distilled spirits (half a pint) which now by law constitutes a part of the daily ration," the effects would be in a majority of instances pernicious to the health and morals of individuals—subversive in the end of rational discipline, and dangerous to the justly proud and chivalric character of the navy.

In support of the opinions here advanced, the following brief sketch of causes and effects, as connected with ardent spirits in the abstract, is also most respectfully submitted.

Mankind, concurring in a propensity of substituting delusive strength to limited abilities, a transport of feeling to the monotony of ordinary existence, and obliviousness to real or imaginary ills, have discovered numerous stimulating and narcotic articles of natural growth and artificial preparation; the product of which by distillation, in the form of alcoholic spirit variously combined, is the bane of our otherwise happy country. Producing a preternatural excitement of the internal coat of the stomach, its influence is thence extended by sympathy of action to every function of the animal economy; corresponding in intensity with the greater degree of vital energy of the digestive organs in early life, and the susceptibility of the nervous system to stimulant and sympathetic impression. This exalted state of body and mind being succeeded by torpor and a sense of wasted strength, carried, (as a consequence of diminished sensitiveness to the influence of natural stimuli) below the standard of health, the renewed impulse to action by the next potation, (in removing depression or calming restive wretchedness) brings relief, and is eagerly sought: *thus, an article of luxurious enjoyment or gratuitous convenience at first, usurps by daily use the place of a real want, which, ere long, cannot be dispensed with.* But as a continual decrease in the sensibility of the system to the influence of artificial stimuli accompanies the habitual use of them, it follows, that, to produce the same degree of excitement, the excitants must be augmented, or the periods of taking them shortened; and in this manner the vitiated appetite for ardent spirits, at the expense of the natural balance between power and action, lays the foundation for habitual inebriety.

Without the establishment however of this formidable evil, *the powers of the constitution are enfeebled more or less by a more moderate use of ardent spirits*, and in the intervals of comparative exhaustion offering less resistance to the influence of noxious causes, favor (by increased predisposition) the invasion of acute diseases. And when brought under their influence and the remedies necessary for their removal, the chances of recovery in severe cases of illness or external injury are materially lessened, from sudden prostration of the system, and a want of reaction, proportionate always to the degree of previous indulgence in stimulating drinks. Nor is it only a transitory increase of excitement and mere debility, which, under the habitual use or abuse of distilled spirits, undermine the constitution; for, as nature in no instance can be violated with impunity, the repeated orgasms of the nervous, vascular, and secretory tissues give rise to local congestions and irritation, and a chain of morbid sympathies, which terminate in paralysis, in chronic diseases of the functions of the stomach and liver, or the eventual disorganization of the very structure of these and other viscera. And as, under the mysterious dependence and harmonizing condition of intellectual with physical existence, fatuity, or aberration of one or more of the mental faculties, and a perversion of the moral sense, are observed transiently to occur in a casual debauch, so the habitual abuse of alcoholic spirit, *short of that which produces intoxication*, gives rise to every species of insanity, and leads to the perpetration of the foulest crimes.

Destitution of self-respect, irascibility of temper, ferocity and foolhardiness, as also irrational fear and apprehension of danger, are incidentally enumerated as growing out of intemperance; and the immediate bearing which they would have on the discipline and character of the naval service is too obvious to require illustration.

I have the honor to be, with the greatest respect, sir, your most obedient servant,

LEWIS HEERMANN, M. D., Surgeon U. S. Navy.

The Hon. JOHN BRANCH, Secretary U. S. Navy, Washington.

REPORT.

The subject of the following report is one which, having received the notice it demands by a resolution of the House of Representatives of the United States, leads to the hope that such a step is merely precursory to a further manifestation at the ensuing session of Congress, of its great intrinsic and collateral importance. For my part I am not able easily to communicate, by any language adequately expressive, my own deep sense of the vital interest of the service particularly, and the country at large, involved in the numerous bearings which this subject presents. Attached to the navy, independently of my official connection with it, by a sentiment of exalted respect, predicated on my views of its national importance and achieved glory during its short career of trial, I hope I shall be excused if I shall be judged to have weighed in too nicely balanced and sensitive scales, and with too keen an eye and too fastidious a hand, the preponderating effects of intemperateness, or bad habits, or immorality of any kind in the navy, against its usefulness and reputation.

It is possible I may have overrated the ill consequences of irregular habits. If this shall be believed, my apology must be looked for in the high, nay, inestimable price at which I rate the marine bulwark of our nation's honor, independence, and commercial strength; and the low estimate I confess I have ever set on practices unmanly, because degrading and clearly fraught with the power and unerring tendency to sap the foundation of that bulwark. However truly or incorrectly I may be found to have canvassed the merits of the question under notice; however fairly or irrationally contrasted the chances of probable evil with certain good; the process by which I have arrived at the only issue I can judge to be fair and legitimate, will be perceived in the consideration I have given of the six following queries; by the facts and reasoning embodied in which, this report must be tested in examining the value of any opinions it contains. It is due to these opinions to say, that they are not recently embraced, or indited without due deliberation. More than twenty years have I entertained them. During this period I have not seen the least reason for impugning their validity; but, on the contrary, have met with continued corroboration of their truth, by the professional experience enjoyed in the course of that time.

First. The necessity of the spirituous item of the present ration; in other words, its indispensableness to the subsistence, health, and comfort of midshipmen.

In my apprehension, the necessity in question could only rationally be supposed to exist from the fact, ascertained beyond the possibility of disputation or denial, that where distilled spirit had not been used daily, or very frequently, by midshipmen exposed in the usual diversity of climes to the ordinary duty performed by this class of officers, injury to the health and constitution, a want of essential comfort, and difficulty, if not impossibility of subsisting on the residue of the ration without it, had universally been the consequence. Is this the case? So far from it, those who have abstained altogether from spirituous liquor have enjoyed quite as good health as those who habitually used it; have digested their food as well; enjoyed as much of what may be denominated essential comfort; have borne the toils of duty as well; executed their orders as efficiently, and that with more equanimity of temper; have been as happy; in a word, felt not the want of that, the fancied benefit of which habit had not taught them to crave, and principle had deterred them from resorting to. Besides, in event of illness from inflammatory diseases, those who abstain altogether from the use of spirit, or are very temperate in its use, are for the most part more easily treated by medical *regime* than those accustomed to drink freely of distilled liquors of any kind. The spirituous portion of the ration, then, cannot be considered indispensable, on the only sufficient grounds which could make it so. There are no facts within my knowledge, presented either by my own experience or that of other medical men, imperatively directing the use of distilled spirit by young men performing duty as midshipmen under ordinary circumstances, on ship-board or on shore; and I can conceive of none justifying it in the diet of boys and striplings, who for the most part perform this duty. *My opinion is, therefore, that it is not necessary that distilled spirit should constitute a part of the ration allowed to midshipmen.*

Secondly. The expediency which involves the idea of the continued usefulness or occasional benefit of ardent spirit in the diet of young officers. It could only be expedient to permit the use, daily, of ardent spirit, just said not to be necessary, from some known facts sufficiently important and undeniable respecting the usefulness or signal advantages resulting from its employment as a dietetic item, under circumstances incidental to the duty of midshipmen of unusual occurrence, or extraordinarily adverse to health. Such duty they are liable to perform in insalubrious climates. It might also be supposed expedient to use distilled spirit as a prophylactic during unavoidable exposure to common climates, at seasons of the year or periods of the day or night particularly unfavorable to the preservation of health. And some would perhaps deem it expedient in case of slight sickness from inclement weather. In these cases also, the argument of expediency could only be sustained by irrefragable facts. Naval medical writings record no such facts as those just said to be requisite to substantiate expediency in all the preceding circumstances. Neither are any such furnished by my experience, nor even within my knowledge. Experience is in favor of warm dietetic beverages, in all the preceding cases, in preference to distilled spirit; such as cocoa, chocolate, tea, coffee, and surrogate,* (or cichory,) or even gruel; which, besides being sufficiently stimulant, convey nourishment to the system; and taken at sea, or in port, by officers and crews going on duty, such as alluded to, have never been known to have been followed by evil consequences. This cannot be said of distilled spirits. The beverages mentioned, therefore, are better safeguards to health, under undue exposure to unhealthful weather in climates of ordinary character, or under circumstances of unavoidable exposure to the pernicious effects of night air and dews, in climes naturally inauspicious to health. In event of actual sickness from any cause, during which the condition of the individual may call for the use of distilled spirit, the hospital store room of the medical officer, which always contains spirit of a better quality than that laid in for ship's use, besides wine, porter, and the ingredients for lemonade, is open to the prescribed and therefore judicious use of those who, in the opinion of the medical controller of that store, actually require, or would in anywise be benefited by either. *In my opinion, therefore, it cannot be expedient that distilled spirit should constitute a part of the ration allowed to midshipmen.*

Thirdly. The effect upon the morals of the individuals, should each midshipman use his lawful allowance of spirit? This involves the question, whether the habitual use of what may truly be deemed by all who reflect seriously on the subject—with reference to its secondary consequences, as well as primary effects—an immoderate portion of spirituous liquors, has any permanent effect upon the moral condition of boys, striplings, and young men?

The consideration of this question leads to the inquiry whether the habitual excitement, by any unnecessary or indispensable stimulus of diet, of those natural passions, the tone of which is sufficiently elevated in youth, without adventitious aid, be prejudicial to the steadfastness or subversive altogether of moral restraint? In other words, whether the preservation in strength and vigor of all those upright principles which mark the moral man, is in any degree dependent on or responsive to the condition of the physical system, at that period of life when strength in moral rectitude and honor is incipient, and good habits in the forming stage? All these questions deserve an affirmative answer, both by deductions from experience, and by reasoning from the moral constitution of man, and its known susceptibilities of impression by physical and habitual agents. Such an answer, too, is corroborated by the observation of all those who have directed their attention to the waywardness of temper, and contraries of disposition incidental to youth. If these conspire to disturb the moral quietude of individuals, at a period of life when the passions are sportive and irregular at best, and are called into the daily power of disturbing that quietude, by the incitement of any such natural agent as liquid stimulus, acting on the physical constitution by the reiteration of diurnal use, can it be doubted that injury to the moral system will result from such habitual stimulation?

If this injury shall not in all instances happen to occur, the exceptions will be, though not purely fortuitous, yet of no frequent occurrence, and owing to causes readily brought into view. The moral obduracy calculated to withstand the destructive habit in question may either arise from early educational directions, when the passions and disposition have naturally been irregular, or be owing to a moral system, habitually or from nature, unyielding to physical impressions. The individuals, therefore, who may be exempt from the contaminating and destructive influence alluded to, will be only those who enjoy the rare blessings, among youth, of habitual discipline of the temper and command of the passions, under circumstances, of whatever nature, calculated to worry or rouse the one, or call into frequent action or exasperate the other. It will readily be conceded they will be a small proportion of whatever number of youths may be gregariously met, either in the navy or elsewhere. The individuals, less happily gifted by natural constitution, or early discipline of temper and dominion of the passions, who may be injuri-

* A substitute for coffee, prepared from the root of the cichorium entybus, or succory, extensively cultivated in Europe.

ously affected by the causes, and in the manner already mentioned, will be sufficiently numerous to justify the appellation of *demoralizing habit to the daily use of such quantity of ardent spirit as now by law constitutes part of the rations for midshipmen whenever they draw them in kind*. The foregoing remarks have reference solely to that established quantity, supposing it be consumed; assuming as a postulate, for the present, that the quantity may not be considered excessive, nor the daily use of it esteemed intemperance; an opinion in which, for one, I am not inclined to acquiesce, except for argument's sake at this time. But even under this favorable supposition, the truth of which is at least very problematical, who shall say that the use of distilled spirits will end with this questionable point of moderation? Who shall confidently say when, and in how many instances of a given number of individuals of this class, particularly the younger portion, the daily use, under the approbation of *legal acquiescence* in the propriety and utility of *so much*, may not beget a love for *more*? This additional quantity will seem to be required, as the system of the individuals shall become by habit less sensibly affected by the accustomed portion, at least to his own feelings, though actually suffering under its use in the eye of a common observer, as well as that of a medical attendant on ship-board.

Who can say in how many instances of a given number of youths, many of them actually in a state of physical infancy, and most in that unsteady state of corporeal and moral vigor immediately preceding puberty, and for some time continuing thereafter, shall not yield to a want of discretion incident to their age, and a vacillation of constitutional strength at the epoch of life alluded to, and become absolutely intemperate, by the use of more liquor than that allowed by law in their rations?

Who shall say that this poison, legally directed as part of their daily sustenance, shall not number among the victims of its insidious and deleterious power, many a fine youth, who, but for this temptation, would have been guilty of no aberration from rigid temperance; but who, seduced by example, urged by solicitation, and, above all, encouraged by the apologetic reflection that what the law allows, if it do not actually direct coercively the use of, must be proper—yields to the conspiring influence of all those evil incentives, thus becoming morally, and often intellectually debased, at an age so young as to preclude the idea of any other result than confirmation in this detestable vice? The instances of reformation are so few, in my belief, after early intemperance, as by their rarity alone, to strengthen the demoralizing character of a habit, which, in its due course of confirmation and long continuance, levels alike the educated and the gifted, the moral and the honorable, the chivalric and the brave, the intrepid and the magnanimous, the courteous and the gallant, to one state of groveling prostration and enthralling vice.

This degraded state of man presents a picture, revolting as it is, which may not indeed be heightened in coloring, but rendered more glaringly shocking by showing it to military men in another light. In this view, and but a little in the perspective, which, in its turn, as the bonded slave to liquor travels onward, will be bold foreground, we see moral and physical imbecility, meanness, pusillanimity, filthiness, fatuity, and brutishness. This picture I have drawn from life. Many have I seen of whom it is a just resemblance. A similar striking portrait of their morbid condition and death is to be had from the pencil of any physician who has seen, (and what physician has not?) the pitiable state of sots, in their deplorable misery. I have often witnessed their sufferings, no less agonizing than their degradation was shocking. In vain was the medicinal chalice offered to appease them; it contained not, it cannot contain, any remedy for them. In vain was it emptied, after being filled to the brim with narcotic drugs, with the yearning expectation of inducing sleep; no oblivious or soothing essence do these drugs any longer hold, when administered to the sot. Vigilance, morbid, painful, maddening, unceasing, irremediable vigilance, is the doom of every drunkard, sooner, or later; but it is the mere precursor of the wreck of intellect. Measuring the distress it occasions, it is as a mere spark to the full blaze of a raging fire, compared to the frightful mania which supervenes; a mania grounded on the destruction of nervous energy, and thence of that timid, nay, cowardly kind, which sees harm in every object, and danger in the presence of every friend; a mania, during the short continuance of which, for it soon runs a fatal course, the wretched victim is haunted by all the horrid ills a disordered imagination can present as constituting the climax of human misery. Fire, falling walls, furies threatening violent death, are constantly in his view. On the naked sides of his chamber, or within the curtains of his bed, are pictured to his sight all sorts of terrific images. They often drive him to leap from a window, or commit suicide, to avoid what he deems torture worse than death—their demoniacal sports in his disordered brain; or, bemoaning his fate, fleeing from his persecutors and tormentors, imploringly deprecating the wrath, convulsively and despairingly, but feebly withal, contending against them, he dies in tremors, exhaustion, and agony.

How often has this catastrophe blighted the hopes of many a meritorious parent, in his beloved offspring devoted to the naval service! How cruelly has he been frustrated, after years of solicitude and unceasing lessons on temperance, by a conspiracy of causes and seductive examples hostile to that virtue; one of the most active of which, and, consequently, several growing mainly out of it, might be removed by a new law, rigidly enforced according to its letter and virtual intention. Such a law would, under such execution of it, secure the health, save the lives, and preserve to the country the efficient services of those of her officers who might, without it, fall victims to intemperance. The devastating effects of this vice, should it prevail to any general extent, would prove more destructive to her naval sons, (I do not say that it has done so,) than unhealthy climes, the chances of the seas, the accidents incident to the service, if not even than warfare itself. I believe, conscientiously, that the country has been deprived of the services of many a youth born to reap honor and glory in her cause, owing to the inviting circumstance and daily temptation already mentioned having led him unwarily from his duty, his fame, and his happiness, to pursue that course so eloquently depicted by Shakspeare:

“To be now a sensible man, and by and by a fool, and presently a beast! Oh, strange!”

I have as yet refrained from dwelling on the question whether the quantity of liquor now allowed by law as an integrant of the ration which may be drawn by midshipmen, be within due and safe bounds of moderation? yet, as this quantity may legally be drawn daily by these officers, there being no lawful reason to prevent it if they shall choose to do so, it may not be without use to inquire whether the quantity be too great or otherwise. It has just been said it is optional with midshipmen to draw their rations. This is, at least, frequently the fact, and is often done. I shall, in the sequel, notice that the commander of a ship sometimes prohibits this; but I am inclined to think that those who may come under the prohibitory regulation may deem their commander to be illegally interfering with their lawful rights, or unkindly distrusting their moral habits or discretion, by interdicting such drawing, in kind, of the ration and spirit apportioned to it by law. The inquiry just instituted, therefore, may appear the more proper,

seeing that midshipmen may, and in fact often do, draw their rations entire, no interdict of their commander existing to prevent their doing so. In any attempt to give an opinion on this point of quantity, we are immediately met by difficulties and contrarieties neither easily set aside nor reconciled. I admit the difficulty of graduating such a potent stimulus as distilled spirit to the various ages, constitutions, tempers, and health of individuals constituting the grade of midshipmen; discrepancies obviously existing among that class of officers in a degree far greater than in any other. I admit, also, that by some few, of peculiar temperaments and moral feelings, or of idiosyncratic insusceptibility in physical constitution to the impression of diffusible stimulants, the established quantity might be used without injury, and, perhaps, with apparent benefit; yet, on the other hand, it cannot be denied that in some persons a morbid liahleness exists to be seriously affected even by small portions of this subtle stimulant. Between the insusceptibility and excessive sensibility noticed, various shades of both states intervene; but, so far as my observation extends, I must believe the average will always be found to present such characteristics of moral and physical constitutions as to be generally influenced, and for the most part injuriously affected, by the quantity now established as part of the ration.

From this very difficulty of apportioning a healthful quantity of such a stimulus to the diverse temperaments of the youthful class of officers in question, I would infer the inutility of any attempt at generalizing the aggregate susceptibilities of constitution, by affixing any particular quantity of liquor, as innocuous. Still more embarrassing, nay, fruitless, would be any endeavor to decide how much would be safe to all; and to fix upon any gauge which would be positively useful to all, is impossible. Should these views be considered correct, it follows that if, notwithstanding the disadvantageous circumstances attending the allowance of spirit in the ration, it be still deemed fit that it be continued, it is evident that some measure, reconciling, as far as possible, in all the different susceptibilities noticed, must be adopted. Hence the inference is irresistible, that, in gauging any particular quantity as the innocuous, safe, and useful standard allowance, with the design and expectation of meeting the aggregate condition of all, the embarrassment occurs which has been suggested, and error and harm must result. If spirit be allowed, the quantity must be fixed.

If the quantity be fixed, injury of some kind will be inevitable to many, and serious evil to some is more than likely to occur, while jeopardy must result to all, owing to the hazard pertaining to a subject beset with difficulties at every point. These are not only perplexing and important in their bearing, but amount nearly to a dilemma. They appear to me to designate, as the course of wisdom, the abolition of distilled spirit altogether from the rations of midshipmen; thus commencing a formal desuetude of a long established custom, operating with a salutary force on the minds and conduct of young and inexperienced officers, by the lesson of temperance, legally conveyed, in a deliberate act for their welfare.

The effect of such lesson might not only be prospective, but corrective of present evil, wherever it may exist in the navy, unconfined by time and incorrigible vice. This it would do, by warning the reckless of their danger; and the vicious, should any exist, of the monitory notice bad habits had elicited in the councils of the country. Abandonment of a practice would most likely follow that authoritative discountenance of its disqualifying and ruinous consequences, which a deliberate investigation of its evil tendency, in those councils, had prompted and promulgated. The question, whether it would be wise to substitute any other kind of liquor, in lieu of distilled spirit, now existing as part of the ration of the navy, with intention to render such modified ration apposite to the moral and physical condition of midshipmen, appears directed, by the resolution of the House of Representatives, to the Navy Department for decision. It might therefore seem to be transcending the instructions submitted to me, by the Department, to touch upon it.

It, however, may be deemed well worth the reflection, when that important question shall come to be considered, whether it be feasible to substitute any kind of liquor of a vinous* or spirituous nature, which will certainly prove innocuous; and whether, in order to disencumber the ration completely of the mischievous items, for this class of officers, anything more than the solid portions of wholesome aliment, and the ingredients of healthful dietetic beverages, as tea, coffee, chocolate, cocoa, surrogate, lemonade, &c., ought to enter into it. It may become, with benefit, perhaps, an inquiry, whether the common ship's ration, which is the same as that drawn by, or allowed to midshipmen, be the best and fittest which might be devised, for this grade of officers, or even for the crews† at large. The contemplated investigation of the merits of the liquid portion of the ration might be considered opportune for such an inquiry. To me it appears plain, that a ration more wholesome, and less gross, might be established for midshipmen. This would induce the officers of that grade to draw their subsistence in kind, at least at sea; thus rendering them more comfortable than they can now possibly be, subsisting on their present rations, and leaving them the liberty of laying in only such additional comforts as their pay or means might enable them to afford. I know not whether it be feasible to have two distinct rations. Should it be so decided, then the points just hinted at would be usefully taken into view. Should such a ration be established, it might also be drawn by assistant surgeons, and other officers, who mess in the steerage, and who now participate in the same inconveniences and want of comfort, in diet, when they subsist on rations, as midshipmen. If it could be made to appear that economy and comfort among young officers would be promoted by such a ration, and that it would be practicable to issue it, it doubtless might be deemed expedient to institute it.

Fourthly, The effect on the health of the individuals, should each midshipman use the quantity of distilled spirit now, by law, constituting a part of the daily ration.

This involves the question: 1st. Whether the excessive indulgence of the natural passions, or their precocious development, during the period of adolescence, when they are already prone to undue excitement, has any prejudicial effect on the physical constitution? 2d. Whether the direct and daily application of a strong stimulant, like spirit, in considerable quantity, to the stomach, does deteriorate the vigor and functions of that organ, thus depreciating, by the well-known inimical effects of its weakened tone on the system, the functional powers of the body, generally, producing consequently imperfect health, premature disorder or disease, or both successively?

The physical health is always impaired in those who habitually indulge in uncontrolled passions.

* It has been proved by experiment, that a bottle of any of the strong, dry wines, as madeira, sherry, or port, contains about a pint of proof brandy.

† It must not be forgotten, that boys and striplings also form a proportion of crews, as well as officers of U. S. vessels. I have often known them, and even men, seriously injured by the present ration, (the spirituous portion.) See a work on Marine Hospitals and the Navy, by the writer of this report, 2d ed., article ration, section 10th, page 216.

The permanent or transient injury to the constitution, which may accrue from this cause, will, undoubtedly, be owing, the first, to the frequency of its repetition; the second, to the infrequency of its recurrence.

It has been advanced, in the consideration of the *third* question, that the habitual use of spirit excites the passions unduly, and renders the temper wayward and perverse; and in the consideration of question *fifth*, (in the sequel,) that it produces a state of moral feeling, contrarious to subordination. It therefore follows, for reasons of which the positions just stated are the true results, that the health of individuals, among the class of midshipmen, who might daily consume their lawful allowance of distilled spirit, would be injured, and for reasons causing the injury and following it, that injured state of health would be incompatible with their own comfort and contentment, subversive of harmony with each other, as well as inimical to the interests of the service at large. The latter would just be in so far affected as they might be dependent on the fortitude of its officers—a virtue quite as essential to the weal of the navy as courage. That weal depends, not merely on the effective, but on the tranquil discharge of duties, with self-satisfaction, and resignation to privations, under circumstances calculated to try the patience and health, and test the decorum of those unimured to hardships or control.

The affirmative of the second question is founded in knowledge, trite and universal. The pernicious effects of ardent spirit, habitually and imprudently used, on the mucous tissues, stomach, liver, digestive functions, brain, nervous and muscular system, in a word, on the active powers of life, are well known to every physician of even moderate experience.

Let the statistical accounts of temperance societies, public charities, and infirmaries be consulted. Let the daily observation of any intelligent and reflecting person be appealed to. In fine, let the unwilling, undirected, appalling evidence of our senses, in our daily communication with the world, be trusted, and it will be conceded that the injurious tendency of spirituous liquors on the powers of the system is ascertained; their pernicious effects on the health of individuals, addicted to the inordinate use of them, unquestionable and disastrous; and their demoralizing influence on those infatuated creatures enthralled by the engrossing love of them, unequivocal and mischievous.

The catenation of all the evils they produce, though seen every day, never loses its revolting effect on the mind. It leaves there the conviction that those evils imperiously call on the competent authorities to remove them, should they pervade the service of the navy.

Fifthly. Whether the discipline of the navy would be affected, and, in what manner and degree, should each midshipman consume daily his legal allowance of distilled spirits? What is this discipline? It supposes, in its legitimate sense, the implicit but harmonious obedience of the numerous individuals, composing the naval service, to the authoritative rule of those of all grades, senior to themselves, holding power to command for the time being, not only without murmuring, but without discontent or impatience. Surely discipline, in this extended, though true sense, is likely to be stained in its legal and efficient beauty, by anything which approaches a morose or reluctant execution of orders, especially if the acquiescence be exactly of that vexatious kind, betrayed by certain perverse and contumelious dispositions, which is sufficiently visible to be offensive, and yet so vague and circumspect withal, as to be untangible. Is not this ungracious submission very likely to occur among those habitually indulging the caprices of temper, over which the reign of self-government is slackened and the curb of reason broken by any cause adequate to promote moral extravagance in the inexperienced and unwise? The vagaries of eccentric disposition would find no more ready way to discover their centrifugal direction from the circumference, enclosing propriety as its centre, than that which leads from ill-borne discipline to insubordination. Enough has already been advanced, to show that the habitual use of spirit is such an exciting cause of passion, and such a depressing agent of the good health which carries, as a concomitant, quietude of mind and urbanity of disposition, as to render it more than probable that self-government would be in jeopardy by yielding to it, and therefore discipline affected. Indeed, the answers to the preceding questions grow out of the observations already detailed at length, and will be affirmative or negative, according as weight be attached to them or otherwise. If the demoralizing effect of spirituous liquors, habitually used, be granted, will not the daily custom of using the distilled spirit of the present ration by midshipmen, on ship-board or elsewhere, tend to disharmonious wassails among them? Will not these, infrequent at first, be reiterated gradually, until each one who joined them in the mere buoyancy of youthful jollity, be seductively ensnared before he is aware of his danger: becoming, from the natural issue of such a course, an absolute toper? Will not he be a brawler, under the influence of the pernicious cause of his ruin, who, but for the maddening lever of distempered conduct it ever carries with it, would have acted with becoming discretion and contentedness? In the compunctious grace of a sober moment of reflection, he may wail his lost reputation like Cassio, when it is too late to regain confidence, and like that self-examining lieutenant, deplore with heart-struck regret, his folly and debasement which led him

—“To deceive so good a commander,
With so slight, so drunken, and so indiscreet
An officer.”

Nothing could be more pithy than Cassio's wonder,

“That we should with joy, revel,
Pleasure, and applause, transform ourselves
Into beasts!”

Or more true than his soliloquy,

“Drunk? and speak parrot? and squabble?
Swagger! swear! and discourse fustian
With one's shadow! O thou invisible
Spirit of wine, if thou hast no name to
Be known by, let us call thee—devil.”

How many a mortal strife, terminating in an instant one or both lives, to which the heart-strings of worthy parents and families have been fastened for years, and now in a moment snapped by overwhelming bereavement, has been the *sober* consequence of a *drunken* brawl! The perverted medium through which everything contentious in such carousals is always viewed, lends, often with fatal issue, an obnoxiousness and fancied insult to innocent jest or sarcasm. Deadly umbrage is instantly taken, a

challenge given in this temper, and accepted under irritated feelings. All this often occurs among friends. The next day, when soberness and reflection have regained their sway, they remember, like Cassio, after his drunken bout,

"A mass of things, but nothing distinctly;
A quarrel, but nothing wherefore."

Yet they fight, and the consequence is such as suggested above. The trifling disputes on which disastrous consequences to whole families of worth and respectability; reproach to the navy, as a service giving rise to such evils; and death or maiming to the rash individuals who have so causelessly thrown away their lives, and the happiness of their families, owe their origin, frequently, to intemperateness in drinking.

How evident, then, that the deprecated but incorrigible evil of dueling in the navy, would be lessened by any means which might render the recurrence of one of its fruitful causes more infrequent. I would not be understood to insinuate that all the duels succeeding so slight cause of quarrel, owe their origin to inebriation; for I know that the chivalrous spirit which swells the young bosom of a very sober person, may, and often does, lead him, from a misconceived sense of honor, and the reparation which may be due for slight injury, or even unpremeditated insult, recklessly to give or receive mortal defiance. But I have known, also, the first position to be true, in several distressing instances. The habitual disposition to ire, petulance, and, in some individuals, moroseness; in a word, ill temper of every character, engendered by habitually drinking spirit, by any grade of officers, must result in such peevish personal intercourse with equals, and discourteous obedience to the orders of superiors, as may, not only by the unfavorable effect of bad example, but by being liable to be pushed at any moment of fancied wrong, or actual discomfiture in the performance of arduous duty, a little beyond the suppressed and bursting point of sullen tolerance, quickly degenerate into insubordination. If these views be correct, how would it be possible that the discipline of the navy should not be involved among the numerous evils of intemperateness of all kinds, among officers of whatever grade, in which they might unhappily occur? Its preservation in legal and efficient purity is intimately blended with that moral rectitude and harmonious resignation to the toils of duty by all, but particularly its young officers, which is essential to the peace, contentment, and happiness of persons in a state of subordination and circumscribed liberty. Impatience or discontent in the governed thus situated, are like rough chains to the galled withers of the harnessed and mettlesome steed. Yet, impatience and discontent are the moral results of intemperate use in spirituous liquors. It is important to ensure that resigned acquiescence to subordination, and alacrity in the performance of duty, which are vital to the service, by every means in the sight of wisdom. Among the rest, will be, sedulously placing beyond the reach of the juvenile aspirant after glory and usefulness, anything like a *legal invitation* to habits tending to sully the one; and to beget irregularities of behavior, and even imbecility of mind, incompatible with the other.

Sixthly. Whether the character of the navy may be affected, and in what manner and extent, by each midshipman consuming daily the quantity of spirit allowed by law, in the rations furnished by government? This question asks another—Whether that character be in any degree prejudiced by a want of moral conduct in any of its officers, or be injuriously affected in the eyes of the world or in fact, by an imperfect or reluctant discipline from any cause? This interrogatory involves no postulate. It is decidedly answered in the affirmative, by proof at command of every one of common sense. Whether a want of moral deportment or such constrained discipline can be owing to the use of ardent spirits, as a habit, among young officers, directly or remotely, is a problem not difficult of solution, at this period of the present discussion. The facts and reasonings which I have to offer on these two points of character and discipline, in reference to the habitual use of distilled spirits, are already embodied in this report under different heads. It requires no uncommon powers of ratiocination to make the legitimate inference, if the premises be granted to be true. This will depend upon the degree of credence which all the foregoing positions and reasoning may be thought to deserve. If they be deemed fallacious, sophistical, or overstrained, then immorality and rebellious tolerance of necessary discipline would not be produced by ardent spirits habitually used. But, if they be deemed valid and sufficient, the verity of my inductions must be admitted; and, since moral decrepitude and insubordinate conduct must then be ascribed, in some measure, to ardent spirits, it is fair to say, *the character of the navy would be materially hurt should each midshipman consume the quantity of distilled spirits furnished in the rations supplied by government.*

Having thus considered the main points embraced by the resolution of the House of Representatives, and exhibited the corollaries predicated on the several positions and courses of reasoning growing out of that consideration, a few general observations now naturally occur to me as worthy of mention in this place.

I believe it is not uncommon for commanders of United States ships-of-war to prohibit the midshipmen of their vessels from drawing the spirit of their rations. I do not know whether any allowance be made, under such interdict, for the value of the liquor withheld. This information the Navy Department must be possessed of through the returns of pursers.* But the fact itself of prohibition, while it argues the inutility of that liquor, in the estimation of as many commanders as do interdict it, if it did not prove, even their opinion, that it is prejudicial, may be considered by some as sufficient to prevent the use or abuse of spirits among young officers. Those who think this, would, consequently, be apt to deem it a work of supererogation in the national legislature to abolish the liquid item by their fiat. So far from entertaining such an opinion myself, I would suggest, whether the mere fact of Congress abolishing this part of the ration of midshipmen would not be received by all concerned, especially those immediately the objects of such protective act, as imperatively discouraging the use of any liquid stimulus with their diet, under ordinary circumstances, during their official minority? When time, habit, and reflection should have fixed such steadfastness in the principles of the matured man, that danger could neither accrue to himself or injury to the service from his proper use of wine, malt liquors, and occasionally even distilled spirit *in great moderation*, then either or all might be taken under the chastened measure which early and long-continued habit of self-denial has rendered not only easy to conform to, but palatable. Such temperate habits, so becoming and praiseworthy, would be practiced with entire safety to morals, compatibility with good health, and consonance with officer-like propriety. Such an act, by the Congress of our country,

* I believe the Fourth Auditor has not always accounted in money for parts of undrawn rations, although *always* of course for the *whole* of such as were not drawn.

as that just alluded to, would manifestly inculcate that self-denial and manly temperance were expected by that country of her glory-loving and glory-giving sons; that those who were destined by profession to govern others, she expected first to be fully able to govern themselves; that those in whose trust she confided her high honors, she expected would do nothing calculated, in the acknowledged opinion of all the world, to render them unfit for that important trust.

Such expectations, conveyed in language which could neither be misunderstood nor disregarded, would set at ease the apprehensive bosom of many a parent who devotes his son to the naval service with a dread of intemperance, only less distressing than the anguish he endures, when the object of his early care and present pride shall actually have become addicted to that vice. Such a law, devised in wisdom and executed with exemplary severity, would not only check, if anything could do it, present evils, if such may be found to exist; but would prevent those who now constitute the junior officers of the service from falling into the ruinous course of such of their seniors as may be obnoxious to the charge of intemperateness. I undertake not to say there are any such; but if there be any, such law could doubtless suitably provide for them. They are deserving of the only rebuke which could simultaneously bring them to the sense of their folly and relieve the service of the burden and bad example by which they oppress it.

In a state of things like this, parents would be encouraged to resign the control of their sons, at a period when their morals and habits most demanded *surveillance*, by placing them in a service where, by the laws and rigorous enforcement of them, their moral safety was not equivocally provided for. Whereas, the law now permits the use of so large a portion of spirit as to prove immoderate for the greater proportion of those who may use it, and destructive of the morals and health of nearly all who do so—thus justifying intemperance. It is submitted to the Navy Department, whether it can be wise to leave the disuse of spirit altogether to the discretionary interdict of commanders, on whom an ungracious responsibility is thus thrown, with the further disadvantage that what is left discretionary, may sometimes be omitted to be done. If evil exist under present circumstances and usages, the corrective, to be efficient, must be universal. Examine the prohibitory act of a commander of a ship, who declares his midshipmen shall not draw the spirit of their ration. It brings to light the fact that he interdicts the use, by those officers, of that item which lawfully constitutes a part of the subsistence assigned to them as a medium of their professional compensation. He will not allow them that which the law, in its estimate of their compensation, declares they are entitled to receive; in other words, he withholds an integrant of that entire ration which the law has, by its very letter and spirit, decided it is expected shall daily be consumed by them. But, besides this, the steerage often contains officers of the grade of midshipmen, of so old a date as to be on the eve of promotion, and in the full age of manhood; such, too, as have had their habits under good control. Such ought not to be taught that distrust of their discretion and moderation is entertained by their commanders; and in an interdict among five, ten, or twenty officers, it would not be possible for exceptions to be supposed or pointed out. Indeed, such designation of exceptions would be still more unpopular, and perhaps unjust, than the general prohibition. In addition to this difficulty, the characters of the midshipmen are often unknown to a commander, until they shall have served with him some time. Their habits are equally beyond his ken. He might issue his interdict, when neither the character nor habits of the steerage officers would render it necessary; and, luckily, might suffer the subject to pass unnoticed, when both, in a majority of the whole number, should actually call for a prohibition. In every view of the subject it appears to me plain that the discretionary power, now exercised in some ships by commanders, is not a sufficient safeguard against intemperateness; nor, indeed, a just disposal of the liquid part of the ration, unless its value in money be accounted for, to the credit of the individuals on the purser's books. It likewise is clear to me that, notwithstanding the good motive which induces the commanders to exercise this assumed power; and notwithstanding the certain good effects which have followed that exercise, and the fact that it is the only corrective method the nature of the existing regulation admits of, to keep down an evil of magnitude and ruinous tendency, and one I fear on the increase rather than declension; still I am of opinion that the importance of the subject demands that this discretionary power should be superseded by some more efficient and universal corrective. In a word, I believe an act of Congress is called for, and would be important in its principle and beneficial in its operation.

All which is respectfully submitted by
PHILADELPHIA, September 14, 1829.

WILLIAM P. C. BARTON.

PHILADELPHIA, September 12, 1829.

SIR: I have had the honor to receive your letter of the 25th May, enclosing a resolution, passed during the last session of Congress, instructing you "to require three medical officers to report their opinions, separately, whether it is necessary or expedient that distilled spirits should constitute a part of the rations allowed to midshipmen; and, also, their opinion of the effect upon the morals and health of the individuals, and upon the discipline and character of the navy, should each midshipman use the quantity of distilled spirits which now, by law, constitutes a part of the daily ration."

As one of the medical officers whom you have been pleased to designate for this duty, I have carefully bestowed all the attention to the subject which its great importance seems to demand. As the inquiries embraced in the resolution have a reference principally to the influence of ardent spirits on midshipmen, and, only in a secondary manner, to its effects as transmitted through them on the character and discipline of the navy, I shall proceed to discharge the duty required of me, by considering the subject in the following order, viz:

1. The effect of ardent spirits on the morals;
2. On the health;
3. On the character and discipline of the navy;

And, lastly, the expediency and necessity of continuing distilled spirits as part of the daily ration to midshipmen.

These inquiries shall be separately considered, and in the order in which they are above presented.

The common sense of mankind might be cited as sufficient proof of the danger which the morals incur by the use of ardent spirits. I refer to public sentiment, because I conceive no stronger argument

could be adduced against the practice in question; inasmuch as it has been formed by experience so common, and by observation so universal, that no error could have crept in to vitiate the judgment of mankind on this subject.

Arguments to prove that an intoxicated man is temporarily deprived of the full exercise of his reason, would be superfluous.

The real distinction—the *character* of man is his reason. If, for that controlling and guardian power, he should substitute the delirium of intoxication, or ever so slight an approximation to it, the judgment either slumbers or is wholly suspended. He is now under the influence of an unrestrained or stimulated imagination, during which no safe limits are left to the immoral propensities and vicious actions of the unfortunate individual. The morality of a gentleman suffers a deep wound by a single act of intoxication. The coarse, ridiculous, or criminal thoughts engendered by such a state, are, sometimes, followed by sudden remorse and shame, though very different from the nature of repentance, and leading to repeated despicable violations, rather than to restoration of peace of conscience. Repeated acts of intoxication never fail to bring contempt on the sufferer. Embittered recollections are awakened by his own misconduct, the fire of professional ambition is extinguished, and he abandons, as a redemptionless and willing slave, all hope and prospect of future eminence, for the temporary relief and oblivion of a drunken stupor. The morals of such a person are ruined; his very moral faculty is annihilated; his patriotism, his military sense of honor, his *esprit du corps*, are all absorbed by the resistless desire for spirituous potations.

When ardent spirits are drunk to excess the faculties of the mind become seriously obtunded. This will not excite surprise when it is known that the brains of drunkards exhibit, on dissection, a change of structure incompatible with a healthy and vigorous operation of the mind. Habitual excitation of this organ, by means of spirituous liquors, will as certainly injure its texture, and thus enfeeble its functions, as it will the tissues and functions of the stomach. Even when intoxicating liquors are drunk in what is styled moderation, or in such quantities as will admit of the regular operations of the mind and body, the ill effects are still observable. It is a common error to suppose that we inflict no injury upon ourselves when we drink in such quantities as to allow us perfect control over our thoughts, passions, and powers of locomotion. Even when we drink within these limits, we often find that it impairs the vigor of health, dulls the perceptions, weakens the judgment, and destroys all profitable reflection. In this state we become restless; books, the best safeguard to the morals of youth, cease to be either entertaining or instructive; time rolls heavily forwards; light society or deeper spirituous drafts are resorted to, until at last a fondness for intoxicating liquors is awakened, which terminates in a craving for it, which we have often not the ability to govern.

The effects of ardent spirits on the *health* are most destructive. It is indeed a fearful poison which, sooner or later, injures every tissue and organ within the reach of its influence. It is true that the system in time becomes in some degree habituated to this article, so that its effects are felt to be pleasant, while its absence occasions pain and distress. To continue those pleasurable sensations, however, it is requisite gradually to increase the depth of the potations. This change in the natural desires is so gradual that the victim is not sensible of it, until he finds himself governed by a resistless craving which his discretion can no longer control.

This unmanageable desire for intoxicating liquors, and the intemperance connected with it, are viewed by a learned physician of Germany as a *disease*, which he denominates *dipsomania*, a compound word, meaning insane thirst. There is no doubt that, if ardent spirits be brought repeatedly in contact with the lining membrane of the stomach, it will produce a slow inflammation. This is evinced by thirst, indigestion, redness of tongue, tenderness over the region of the stomach, attended with depression of spirits, and obtuseness of intellect, which usually accompanies disorders of this organ. Though the stomach suffers most from being the immediate receptacle of the poison, yet such are its desolating properties, that almost every part of the body is injured by its baleful operation. Hence the intemperate are subject to diseases not only of the stomach, but the liver, intestines, heart, eyes and brain. The effects of ardent spirits on the latter organ are evinced by the occurrence of nervous tremors, wakefulness, paralysis, epilepsy, apoplexy, melancholy and madness. It also produces ulcerations, gout, rheumatism, and general dropsy. This last disease is a rare one among persons of strictly temperate habits.

All diseases and accidents are much more unmanageable in the drunkard than in those who practice abstinence. Accidents of various characters, which are perfectly remedial in the temperate, will have a fatal termination in the drunkard. Free drinkers are besides much more subject to disease than the abstemious, which arises from irregularity of diet, unnecessary and imprudent exposure to inclement weather, and from the direct agency of the hurtful draft itself.

It is a vulgar error to suppose that distilled spirits increase bodily strength. The prevalence of this erroneous opinion has enticed men to drink them, from a belief that they are necessary to the well-being of the constitution. Young men often drink such articles, though they may at first be disagreeable to them, from an impression that they will protect from the ill effects of cold and heat, and dampness and miasma. So far, however, is this from being true, that the intemperate are known to suffer most from these causes. There is no fact more satisfactorily established, than that the free drinker is the most liable to attack during the prevalence of epidemics.

Ardent spirits, without being taken in such quantities as to produce intoxication, often produce ill effects both on the body and mind. I have known persons destroyed by their use, who were never known to have been drunk. The practice, therefore, of issuing distilled spirits to midshipmen is not attended with a single advantage. On the contrary, the tendency of such a practice is to enervate their bodies, to expose them to more frequent accidents and disease than would otherwise occur in a profession, exposed perhaps more than all others to such dangers.

Of all the ills which are caused by spirituous liquors, none are so terrible or so well calculated to excite emotions of horror, as that of spontaneous human combustion. Numerous cases of this character are to be found in the records of medicine. The history of those cases is so well sustained by testimony, that even the incredulous can now no longer doubt. Some of them were submitted to the test of judicial investigation, and were found supported by all the proof required to form human testimony.

All the eminent professional gentlemen who have reported these cases, concur in the statement, that spontaneous human combustion occurs only in the habitual drunkard. Whether the human body is rendered combustible by being pervaded by alcoholic vapors, or by an unusual development of inflammable gases, such as carburetted hydrogen or phosphoretted hydrogen, is difficult to determine. There is high

authority for both these opinions, and under particular conditions of the system, brought about by gross intemperance, we might readily conceive of the occurrence of such anomalies from either cause. Anatomists have observed, upon opening the dead bodies of drunkards, the escape of a gas which will inflame when brought in contact with a candle, and in some instances by simple admixture with atmospheric air.

The effects of drinking ardent spirits, on "the character and discipline of the navy," are generally admitted to be injurious. A distinguished officer assured me that a great majority of the disturbances that occasionally occur in the ships' crews, arise from too free an indulgence in this vice. Nor should this excite surprise. If ardent spirits will make one individual gay, a second gloomy, a third taciturn, a fourth garrulous, a fifth amicable, and a sixth quarrelsome, it could be scarcely expected that harmony should prevail.

When such a variety of temperament and disposition is awakened by intoxicating liquors, in connection with that loss of judgment which usually occurs in the intemperate, we may expect misunderstandings and insubordination. Whenever excess in drinking produces nervous tremors, as it frequently does, it produces a corresponding timidity. Hence the courage of an habitual drunkard cannot be relied on. Though spirituous drafts may for a time excite insensibility to danger, yet, if long and freely used, they as certainly weaken the moral energies as they do the mental functions. If these intoxicating liquors produce the effects above stated, they cannot have other than a most injurious bearing on the character and discipline of the navy. There are few officers in the navy, of any grade, prepared to admit the "necessity or expediency of continuing distilled spirits as a part of the rations of midshipmen."

The commanders of our national vessels, who are generally as anxious to guard the morals as to improve the professional qualifications of this class of officers, always discountenance the practice of their drinking ardent spirits. Hence they, and indeed the officers generally, draw the value of their ration in money, and therefore admit into their messes none of the articles furnished by the government for the ship's use. There are, however, some exceptions to this custom, particularly during long cruises, when the private stores become exhausted. On these occasions the ship's rations are drawn, including whiskey, thus tempting the young officers to drink until a fondness for it is frequently created. Though at first offensive, it becomes in time agreeable to the taste, and the practice ends by an irresistible desire to be constantly under its influence.

In my judgment, there is no situation in which a young officer could be placed which would render the use of spirituous liquors either necessary or expedient. They are no preventive of disease; they afford no protection against either heat or cold; they are no supporters of strength. On the contrary, they weaken the constitution, dull the perceptions, destroy all disposition to profitable study, and thus render many promising young officers unfitted for the profession on which they have embarked.

It is not by injuring the health and morals of midshipmen alone, as such, that the daily ration of ardent spirits appears to be objectionable. They rise to the highest rank, by gradual promotion, and therefore are educated for important and responsible commands, by passing through all the gradations of service. An intemperate midshipman will not become a temperate lieutenant or captain. It would be, therefore, painful to reflect on the possible results of important enterprises, conducted by individuals whose judgments had been impaired, and energies enfeebled, by unrestrained indulgence.

Example is a powerful engine in all human actions; and its influence here, on the character and discipline of the navy, ought not to be overlooked. The subordinate looks up to his superior as a director and pattern, and the color of his own conduct will partake largely of that which constantly passes before him. If the superior should be intemperate, which happily is a most rare occurrence in our navy, those under his command, disposed to intoxication, will cease to consider the act either criminal or unofficial. The hurtful operation of such an example extends to the lowest ranks of the service, and opposes an insurmountable obstacle to every effort at reform.

The advantage accruing to the nation would be inestimable if this vice could be wholly eradicated from this great arm of national defence. To accomplish this desirable end it would certainly be wise to commence by abolishing the existing legal sanction to intemperate drinking. The present temperate habits of our midshipmen afford no argument against the adoption of this measure. The law allows the youngest and most inexperienced of them a half pint of distilled spirits daily. If the salutary advice of their superiors, added to their own good sense, prevents them, in a great majority of instances, from using the legal privilege which has been given to them, still there may be some who are not thus influenced, and therefore the necessity exists of removing the national invitation to an indulgence so pernicious.

Though our officers, in general, are as temperate as an equal number of citizens in any other situation in life, yet it is in vain to conceal that there are too many, among the junior officers particularly, who drink more than is consistent either with health or sound morals. It should be, therefore, a matter of congratulation that the energies of government are about to bear on this point. If there be anything now which can arrest the navy in its career of usefulness and glory, it is the deadly atmosphere which is diffused around it by this desolating poison.

Though called upon to express an opinion regarding the use of ardent spirits for midshipmen, I may yet be pardoned for suggesting that the inquiry might be advantageously extended to an examination of its effects on the boys and young men who compose the crews of our national vessels. The baneful practice of serving out grog to this class of persons, and thus making them habitual drinkers, is, perhaps, the chief cause of the general intemperance among sailors. The law makes no distinction, as respects the ration, between the old sailor and the boy. Each is allowed, daily, a half pint of whiskey. Many of our commanders, it is true, prohibit boys from receiving their ration of spirits. The young men, however, are not subject to this deprivation. They consequently, with very few exceptions, drink their ration of spirits, and thus as certainly contract a fondness for it as that effect will follow cause. There are few men who drink a half pint of spirits daily, for three years, which is the ordinary period of enlistment, who will not become, at the expiration of this time, not only fond of it, but whose craving for it will be not less resistless than for their ordinary allowance of substantial food. There is, besides, no youth unaccustomed to the use of ardent spirits, who can drink half a pint without becoming more or less intoxicated. I have more than once heard young sailors offer as an excuse for the crime of intoxication, that they had drunk no more than their legal ration. In many instances the declaration was, doubtless, perfectly true. How preposterous then, is it, by law, to allow a youth as much spirit as will make him drunk, and afterwards, by virtue of another law, to punish him for complying with the provisions of the first! The daily ration of half a pint of distilled spirits is, therefore, unnecessarily

and injuriously large for young men, and the quantity might be advantageously diminished for veteran seamen.

Let those who contend that ardent spirits are useful in the army and navy, recollect that, for a long and interesting period, this article was entirely unknown. During this space men were as enterprising, and possessed as much firmness of purpose, as they do in the present age.

The Roman armies withstood, for centuries, the furious onsets of their enemies, without using any drink stronger than water, with an occasional admixture of wine and vinegar. If they could perform prodigies of valor, and surmount obstacles which few moderns would dare to encounter, without spirituous liquors, why should they now be deemed necessary?

The enthusiastic disciples of the Koran have desolated empires, without the use of intoxicating potations. Even the abstemious Mahomedans of the present day, though inferior to their European enemies in military science, are yet quite their equals in courage, and ability to endure fatigue and privations.

It is, indeed, generally admitted by experienced officers, both of this country and of Europe, that water drinkers are not only the most worthy of confidence, but the most subordinate, the most healthy, and the most capable of enduring the varied exposures of a military life. The testimony upon this point is strong and conclusive.

As the use of ardent spirits, then, exercises so injurious an influence on the health, morals, and discipline of the navy, an advantageous effort might be made to diminish, at least, the quantity of it which is consumed by the crews of our national vessels. I am aware that to prohibit the use of this article in our navy would be an unpopular, and, perhaps, an impracticable measure. It would be one, indeed, to which old sailors would not readily submit. It might therefore, be advisable to confide a reformation of this character to the management of our intelligent commanders. By giving wholesome advice; by substituting tea and coffee, or other healthful articles not embraced in the ration; by giving those who abstain from spirits the value of it in money; and by rewarding them, at the same time, with marks of confidence, a salutary change to more temperate habits might be frequently effected. Even veteran sailors might, in some instances, be persuaded to relinquish what they at present consider the most valuable part of their ration.

It is often proposed to substitute, for ardent spirits, either vinous or malt liquors, as being less injurious. It should be recollected, however, that alcohol is contained in and is the principle of all intoxicating drinks. Drunkenness, by whatever cause produced, is both physically and morally destructive.

Malt liquors, such as porter and ale, produce the worst species of drunkenness. In addition to their intoxicating properties, they contain certain noxious ingredients, which are added for the purpose of affording them a bitter and lively taste. To the hops, which are slightly narcotic, are frequently added opium, coculus indicus, &c., &c. When such potations are drunk to excess, the face becomes bloated and stupid, and, in a majority of instances, drunkards from this cause die suddenly with apoplexy or palsy. If they escape these diseases, swelled liver and dropsy terminate their career.

The effects of drinking malt liquors to excess are less rapidly injurious than those produced by ardent spirits; yet they are more lasting, and less easily removed. The almost invariable effect of this drink is to render even the most sprightly intellects dull and sluggish.

Those who would preserve the health and temperate habits of our youth, should withhold from them every species of intoxicating liquor. At all events, they should not be allowed the daily habit of drinking. An occasional indulgence to excess, in stimulating drink, will, in a majority of instances, excite disgust. It is only by drinking them habitually, and in moderate quantities, that the stomach craves them, and our desire for them becomes irresistible. Though many resort to inebriating drinks, with the ill-judged view of alleviating mental anguish, yet the number who have been thus rendered drunkards is small, indeed, compared with those who have contracted a fondness for them by habitual moderate drinking. Whether this destructive practice is commenced by the invitation of a fond and unreflecting parent, by a desire in our youths to imitate their seniors in what is deemed a manly custom, or by virtue of our existing naval laws, it frequently has a most injurious tendency, by the early occurrence of disease, unless checked by timely admonition, or by that exalted self-control which but too few possess.

It is thus that the most talented and generous youth of our country, particularly if they possess warm and jovial temperaments, if not destroyed by intoxicating drinks, have, at least, their minds so stupefied, as often to exhibit, throughout the remainder of their existence, the spectacle of feeble and unambitious sluggards.

I have the honor to be, very respectfully,

THO. HARRIS.

Honorable JOHN BRANCH, *Secretary of the Navy.*

21ST CONGRESS.]

No. 403.

[1ST SESSION.]

ESTIMATE OF DEFICIENCIES IN THE NAVAL APPROPRIATIONS OF 1829.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 14, 1830.

NAVY DEPARTMENT, December 15, 1829.

Sir: I have the honor to state that it is ascertained that the appropriation of 1829, for the navy, under the following heads, will not be sufficient to meet the demands upon them for the services of the year, viz: Pay, &c., afloat, repairs of vessels, contingent expenses, pay of superintendents, and medicines, surgical instruments, and hospital stores, which arises from the circumstance of sums having been drawn, in the early part of the year, under these heads, from the appropriation of 1829, to cover expenditures made prior to the present year, to wit:

Pay, &c., afloat.....	\$136,922 61
Repairs of vessels.....	82,840 88
Contingent expenses.....	30,391 69
Pay of superintendents.....	392 07
Medicines, surgical instruments, &c.....	2,206 50

In addition to the first item above mentioned, there was illegally drawn from the Treasury, on the 3d day of March last, the sum of \$9,000, from pay afloat, to purchase about 60 acres of land, adjoining Fort Nelson, Norfolk, Virginia, from the Hon. Thomas Newton, on account of the Navy hospital at that place; and which sum was paid over to Mr. Newton, on the same day, by Thomas Fillebrown, jr., late secretary of the navy hospital fund, in whose favor the warrant was drawn, by order of the late Secretary of the Navy. Requisitions have also been issued, amounting to \$16,757.10, upon the appropriation for the pay and subsistence of the marine corps, to cover disbursements made prior to the present year. It is believed that the appropriations would have been sufficient if these sums had not been drawn. The ship of the line Delaware is daily expected, and when she arrives there will not be sufficient means under the legitimate control of the Department to meet the payment of her unavoidable expenses, principally under the head of pay afloat.

It is therefore respectfully submitted to the consideration of the Committee of Ways and Means, whether an appropriation should not be made under the several heads, and to the amounts hereinbefore mentioned, and thereby place the Department in a situation to meet the engagements of the service.

I am, very respectfully, sir, your obedient servant,

JNO. BRANCH.

The Hon. GEORGE McDUFFIE, *Chairman Committee Ways and Means, House Representatives.*

21ST CONGRESS.]

No. 404.

[1ST SESSION.]

NAVY HOSPITAL FUND, NAVY HOSPITAL, NEAR NORFOLK, AND NAVAL ASYLUM AT PHILADELPHIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 18, 1830.

NAVY DEPARTMENT, *January 18, 1830.*

SIR: In compliance with the request contained in your letter of the 7th instant, addressed to the Secretary of the Navy, we have the honor to forward the enclosed report and accompanying documents, containing the information therein called for.

We are, very respectfully, sir, your obedient servants,

JOHN BRANCH.
JOHN H. EATON.
S. D. INGHAM.

The Hon. MICHAEL HOFFMAN, *Chairman of the Committee on Naval Affairs, H. R.*

To the chairman of the Committee on Naval Affairs of the House of Representatives:

In compliance with the requisitions contained in your letter, dated January 7, 1830, the commissioners of the navy hospital fund have the honor to make the following report:

The document marked "General statement," herewith transmitted, shows the amount of moneys which appears by the books in the office to have been in the Treasury to the credit of the navy hospital fund, on the 1st day of January, 1829; the sums which have accrued thereto, and been received within the year, and the amount of disbursements, and for what purposes disbursed within the same year, that is, from the 1st January to 31st December, 1829.

From this statement it appears that the balance in the Treasury on the 1st January, 1829, was \$2,893.42; that the sum of \$125,000 was appropriated by Congress, and was passed to the credit of the fund, on the 23d day of March, 1829, and that the sum of \$19,377.08 has accrued to it, and been received within the year, making an aggregate of receipts of \$147,270.50.

From the same statement it appears that there has been expended within the year, for the asylum near Philadelphia, the sum of \$68,104.11; for the Navy hospital, near Norfolk, Va., \$57,197.19; and for other purposes, \$1,045.21; leaving a balance in the Treasury to the credit of the fund, on the 31st December, 1829, of \$20,823.99.

Connected with "General statement" are the papers marked A and B, showing to whom these sums have been paid, and for what purposes.

Accompanying these documents is a copy of a letter marked C, addressed to Mr. William Strickland, the late architect of the asylum, to the commissioners of navy hospitals, giving information of the present condition of this establishment, its approach to completion, the debts now due for materials and work performed, and an estimate of the sums which will be necessary to finish the building, and to execute certain proposed improvements.

There is also transmitted, herewith, a letter marked D, from Mr. John Haviland, the Navy hospital architect at Norfolk, Virginia, describing the progress which has been made in the erection of that edifice during the year 1829, its present condition, and estimates of the sums which will be necessary to finish the building, &c.

The exhausted state of the finances of the navy hospital fund not allowing of the further prosecution of the works on the two establishments, they were directed to be discontinued on the 4th December, 1829.

Before the discharge of the laborers from the service of the asylum, the whole of the materials, implements, &c., belonging to the establishment, which were likely to suffer from exposure during the winter, were secured under sufficient shelters, and the edifice itself has its exterior so far completed as not to be liable to injury from any such cause. The care of the establishment during the winter has been assigned to an individual selected for his vigilance and fidelity, who resides on the premises, and the whole has been placed under the superintendence of Commodore Wm. Bainbridge, of the navy yard, the late architect, Mr. Strickland, having resigned his superintendency after the 30th December, 1829.

The protection of the Navy hospital, at Norfolk, Va., has been provided for with similar care; the materials for building, &c., have been placed under shelter, and the exposed parts of the fabric so covered as effectually to exclude external causes of injury. A careful individual has been employed to guard the premises, and a general supervising power given to the navy agent at Norfolk, to see that the duties of protection, ventilation, &c., are properly performed.

The paper marked E, herewith transmitted, furnishes a statement of the debts represented to be due from the fund for different purposes.

The paper marked H, presents the estimates of the architects for the completion of the buildings, and for furnishing them with the necessary furniture, &c. To which is appended the papers marked F and K.

From the general statement above referred to, it appears that the income of the navy hospital fund, for the year, 1829, amounted to the sum of \$19,377.08. The income of this fund varies every year, arising from the payments made to officers, seamen, and marines being greater in some years than in others; and the deduction of twenty cents per month from the pay of each of these being the only productive source of income to the fund. The amount stated as derived from these deductions, during 1829, may be taken as a tolerably correct average of the annual receipts of the fund. It is very doubtful whether this amount will be sufficient to pay all the expenses of the two establishments, after they shall have been fitted up with every necessary for the accommodation of the persons intended to reside in them. The current expenses will arise from the salaries of the different superintendents, the pay of the domestics, supplies of fuel, and provisions and stores for the whole establishment, surgeon's compensation, chaplain, &c., &c.

On this point, however, future experience must be the test. In the meanwhile, little inconvenience can result from placing reliance upon the present income of the fund, for the fulfillment of these objects.

The act of Congress, of the 26th of February, 1811, establishing navy hospitals, provides "that when any officer, seaman, or marine shall be admitted into a navy hospital, such pension, during his continuance therein, shall be paid to the commissioners of navy hospitals, and deducted from the account of such pensioner;" thus placing the pensioners on an equal footing, as to the price they may pay for hospital accommodation. The pensioner at twenty dollars a month gives his pension for his board, &c; the pensioner at three dollars a month does no more. The effect of this may probably be to exclude from the hospital many of the most respectable class of pensioners, and to fill its apartments with those having less claim to its benefits.

The second section of the act referred to provides that "all fines, imposed on navy officers, seamen, and marines, shall be paid to the commissioners of navy hospitals," &c., &c.

Under this clause, several sums due to deserters, amounting to \$1,519.²³/₁₀₀, were directed by the late Secretary of the Navy to be carried to the credit of the navy hospital fund.

It appears from a letter of the Second Comptroller of the Treasury, addressed to the Fourth Auditor, and herewith transmitted, marked G, that this interpretation of the law was not held to justify this transfer; and the sums thus passed to the credit of the fund have been directed by him to be deducted therefrom, and refunded to the pay of the navy, from which they had been drawn.*

The act of Congress of February 26, 1811, authorizes and requires the commissioners of navy hospitals to procure sites for hospitals; and, if the necessary buildings are not procured with the site, to cause such to be erected, &c., &c.; and, at one of the establishments, to provide a permanent asylum for disabled and decrepit officers, seamen, and marines.

Under this authority, sites for navy hospitals were purchased at the following places, viz: Chelsea, near Boston; Brooklyn, near New York; on the Schuylkill, near Philadelphia; and near Norfolk, Virginia.

The Navy hospital at Norfolk, which has been erected in compliance with the provisions of the act, is believed to have been executed with great fidelity as to workmanship, and is calculated to afford every desirable accommodation to those for whose benefit it has been constructed. On this head, you are respectfully referred to the report of Mr. Bulfinch, an eminent architect, herewith transmitted, and marked I.

The asylum which has been erected on the Schuylkill, near Philadelphia, was designed as a place of permanent abode for such of the officers, seamen, and marines of the navy as might need a home on their retirement from its service; for those who might be disabled, or who might, from the advances of age and infirmity, be incapable of performing those duties for their country, which, in the manhood of life, they had most faithfully discharged.

This design has been executed with a liberality bordering on extravagance; but, it will at least prove, that the nation is not unmindful of the debt it owes to the prowess of that class of the defenders of its rights, for whom this commodious and magnificent edifice has been prepared.

The commissioners of the navy hospital and navy pension funds take this occasion most respectfully to suggest an amendment of the laws establishing these funds. They are convinced, from every observation and reflection they have been able to bestow upon the subject, that the present system is not such as is likely either to promote the prosperous management of the funds, to ensure prompt and convenient attention thereto, or to impose that responsibility for consequences which their importance demands.

They therefore recommend that Congress make provision, by law, for the payment of all moneys accruing to the navy hospital and navy pension funds into the Treasury, to be paid out and accounted for, in the same manner as other moneys of the United States, under the direction of the Secretary of the Navy. That the said funds be placed under the direction of the Secretary of the Navy; and the act constituting the Secretaries of the Treasury, War, and Navy Departments, commissioners for the management thereof, be repealed. That provision be made for an additional clerk in the Navy Department, to have charge of the disbursement of said funds for the navy hospitals, and for pensions, and the examination of the claims for relief from them; and that the salary of the said clerk be \$1,600 per annum.

All of which is respectfully submitted.

By order of the commissioners.

JANUARY 16, 1830.

RICHARD H. BRADFORD,
Secretary Navy Hospital Fund.

* This statement is given to explain the item on this subject, in the estimates of debts due from the fund.

General statement of the amount of moneys received and disbursed by the navy hospital fund, during the year 1829.

Dr.

1829.			
Jan. 1.	To balance on hand from last year	\$2,893	42
Jan. 1.	To requisition No. 2,180; being the amount of deductions from the pay of the navy for the fourth quarter, 1828	1,005	50
March 23.	To appropriation from Congress	125,000	00
April 4.	To requisition No. 2,500; being the amount of deductions from the pay of the navy for the first quarter, 1829	3,142	40
Oct. 13.	To requisition No. 3,427; being the amount of deductions from the pay of the navy for the second quarter, 1829	6,621	27
Oct. 13.	To requisition No. 3,427; being the amount of deductions from the pay of the navy for the third quarter, 1829	8,607	91
		<u>\$147,270</u>	<u>50</u>

Cr.

1829.			
Feb. 10.	By T. Fillebrown, jr., warrant No. 46 (\$1,100)*	\$100	00
March 2.	By T. Fillebrown, jr., warrant No. 47†	910	17
Nov. 22.	By secretary's salary, six months	125	00
Nov. 22.	By postage account	10	04
Nov. 22.	By disbursements made for the Navy hospital at Norfolk, during 1829, (see statement marked A)	57,197	19
Nov. 22.	By disbursements for Navy asylum, near Philadelphia, during 1829, (see statement marked B)	68,104	11
Dec. 31.	By balance on hand this day	20,823	99
		<u>\$147,270</u>	<u>50</u>

A.

Statement showing the amount of disbursements by the navy hospital fund, for the construction of the Navy hospital, near Norfolk, during the year 1829.

1829.			
March 31.	To John Haviland	\$10,000	00
June 20.	To James Rudder, agent	10,000	00
July 27.	To James Rudder, agent	4,000	00
Aug. 6.	To M. Cooke, for plank and timber, &c.	1,311	99
Aug. 10.	To G. C. Wheeler, to pay workmen, &c.	2,034	63
Aug. 12.	To James Rudder, agent	2,000	00
Aug. 15.	To T. Towson, for stone	3,749	54
Aug. 18.	To James Rudder, agent	500	00
Aug. 22.	To James Rudder, agent	1,676	12
Sept. 1.	To James Rudder, agent	2,753	57
Sept. 3.	To William Wells, assistant architect	500	00
Sept. 11.	To John Tunis, for lime and plank, &c.	2,710	69
Sept. 28.	To James Rudder, agent	3,000	00
Sept. 28.	To J. Phillips, for paving bricks	143	60
Oct. 5.	To D. H. Miller, for glass, &c.	338	00
Oct. 5.	To George D. Wetherill, materials for hospital	459	83
Oct. 5.	To George Harrison, of Philadelphia, for paint	40	00
Oct. 20.	To William Holmes, for plastering and slating	545	00
Nov. 3.	To Nash Legrand, agent	2,000	00
Nov. 4.	To Francis Harley, for copper	590	35
Nov. 16.	To Nash Legrand, agent	3,060	38
Nov. 16.	To James Rudder, for his salary as special agent	682	42
Nov. 16.	To McKim & Sons, for copper	87	61
Nov. 30.	To Nash Legrand, agent	2,700	00
Dec. 18.	To Bullfinch, special architect, ...	150	00
Dec. 24.	To Smith & McGreedy, for building stone	912	12
Dec. 26.	To Nash Legraud, agent	1,256	34
	Total amount of disbursements	<u>\$57,197</u>	<u>19</u>

* The remainder of this warrant is charged to Dr. Harris, for his salary as one of the superintendents of the asylum, and is entered among the charges against that establishment. See statement B.

† This sum was drawn by Mr. Fillebrown, but it does not appear how it was disposed of.

B.

Statement showing the amount of disbursements by the navy hospital fund, for the construction of the Navy asylum, near Philadelphia, during the year 1829.

1829.			
Feb. 10.	To Doctor Harris, salary as superintendent	\$1,000	00
March 31.	To Wm. Strickland, agent and architect	10,000	00
June 20.	To Wm. Strickland, agent and architect	10,000	00
July 30.	To Edmund Brown, for settling Strickland's accounts	104	11
Aug. 18.	To Wm. Strickland	25,000	00
Sept. 3.	To Wm. Strickland	17,000	00
Nov. 9.	To Wm. Strickland	5,000	00
Total amount of disbursements.....			<u>\$68,104 11</u>

C.

Copy of a communication from William Strickland, Esq., to the commissioners of the navy hospital fund.

PHILADELPHIA, December 1, 1829.

GENTLEMEN: Agreeably to your request, I have the honor to submit, for your consideration, a report of the progress made in the building of the United States Naval asylum, at Philadelphia, together with an estimate of the whole amount of funds necessary to its final completion. The building is situated on the river Schuylkill, a short distance below the junction of South street with Gray's Ferry road. It is 385 feet in front; including a centre building 142 feet, by 135 feet in depth, which is embellished with a marble portico of eight Ionic columns, three feet each in diameter.

The wings consist of a granite basement, supporting a marble superstructure, three stories in height, with piazzas or verandas on each story of the front and rear, raised on eighty-eight cast iron columns, resting upon granite piers. The interior of the building is vaulted throughout, and is in every respect completely fireproof. The roof of the centre is covered with copper, and that of the wings with slate. The dormitories on the flanks of the centre building contain 180 rooms; all of which are well lighted and ventilated, and are calculated for the reception and accommodation of about 400 men. The extremities of the wings contain a hall, workshop, operating room, and offices; all of which have a communication with the piazzas, on the outside, and the passages from the centre of the building. The *basement story* of the centre building contains a dining room, 113 feet in length; together with a kitchen, wash house, laundry, pantries, store room, office, and warming apparatus. This story has an immediate communication with the principal and third stories, by a flight of marble steps, leading to the portico on the outside; and by a double flight of steps, of the same material, from the hall on the inside of the building. The *principal story* of the centre building contains, in front, eight parlors, intended for officers' quarters; and a chapel in the rear, fifty-six feet square, which receives its light from a lantern in the dome, and has a direct communication with the passages in the centre, and the piazzas on the outside of the building. The surgeon's apartment, infirmaries, apothecary's rooms, bath rooms, and closets, are adjacent to the chapel and main interior passage. The *attic, or third story* of the centre building, includes chambers for the officers and governor, or manager, of the institution; apartments for the insane, bath rooms, closets, &c., &c.

The whole of the interior of the building will be finished in about three weeks from this date. The carpenters have but a few doors and sashes to hang. The plasterers will complete the plastering in the course of next week; and the painters have but the finishing coat to put on. The whole of the marble work of the building and portico, with the exception of a small part of the raking cornice and tympanum of the pediment, and of the flight of steps in front, leading to the portico, is *finished*. These parts of the work would have been completed at this day, but that I have been unable to procure in season, from the quarries, such blocks of stone as are necessary to their completion. Under these circumstances, I have, however, deemed it expedient to close, in a few days from this time, the operations of the marble masons, until the ensuing spring. The work which will remain to be done, after the end of this month, will not require of me that kind and degree of attention which I have heretofore devoted to it, and I shall, therefore, with your permission, consider the arrangement for my salary as closing with the present year. The magnitude of the work, and the substantial character of the materials which have been employed in constructing the Naval asylum, will of course be recollected, when the amount of expenditure and the propriety of its application shall be made the subject of consideration. Every attention has been paid to economy, in the disbursement of the public funds, from the earliest commencement of the work to the present day. The contracts which were made by myself, at the laying of the corner stone of this edifice, for marble, bricks, lime, &c., were, at the time, and still remain, considerably below the market price of these articles; the work throughout has been done with the greatest fidelity and at moderate prices; and, in fact, I am not aware that, in this country or in Europe, the same quantity of labor and materials has been procured, either for the government or individuals, by the expenditure of so small an amount of money.

The actual expenditure on account of the building is, at this date..... \$198,000 00

The amount due on the building may be estimated as follows:

For marble.....	\$4,500	00
Marble masons and laborers' wages.....	2,500	00
Bricks.....	500	00
Lime and sand.....	1,500	00
Painting and glazing.....	900	00

Carpenters' work	\$3,000 00
Lumber	1,500 00
Plasterers' wages and materials	900 00
Ironmongery and blacksmiths' work	450 00
Nails and screws	250 00
Salaries	1,500 00
	\$17,500 00

The amount required to complete the building is as follows:

For marble, now contracted for, and workmanship of the pediment and steps of the portico...	\$5,500 00
Marble mantels throughout the building, contracted for, and part executed.....	800 00
Iron railing in front of piazzas, contracted for, and part executed	4,500 00
Plumbers' work in fitting up baths, water closets, contracted for, and part executed....	5,500 00
Fencing round the premises.....	3,000 00
Regulating ground and planting trees	1,500 00
The introduction of the Schuylkill water into the building, including annual rent.....	6,500 00
	\$27,300 00

Making as the total cost of the building and appurtenances, when complete, about..... \$242,000 00

Respectfully submitted, by your obedient servant,

WM. STRICKLAND.

The Hon. JOHN BRANCH, JOHN H. EATON, SAM. D. INGRAHAM,
Commissioners of Navy Hospital Fund, Washington.

A general description of the United States hospital, erected at Fort Nelson, near Norfolk, Virginia, under the direction of John Haviland, architect.

This building is constructed of granite and freestone, three stories high, on a basement of twelve feet. Its form is that of a hollow square, one hundred and seventy-two feet on its principal front, by one hundred and ninety-two feet in depth; its entrance façade faces the northeast and Norfolk, and is embellished with a bold Doric portico of ten columns, accessible by twenty steps that stretch ninety-two feet, the whole length of the portico. The whole of this front is finished of chisel-dressed Virginia freestone; all other external surfaces of this edifice are finished with hammer-dressed granite. The centre part of the two longitudinal or side elevations recede eight feet, leaving a forty feet wing at each extreme. The recess thus formed is filled up with a piazza floor, post and railing to each story, from which every room has access; the windows being finished down to each floor, combine the property of doors. Similar piazzas are carried round the interior of the hollow square. In the rear front is disposed the baths, water closets, and reservoir, insulated from the main building, but accessible under cover in each story by means of the piazzas.

The whole of the building is made fireproof, with arched ceilings of brickwork, with the exception of the two upper floors of the principal front, and finished in every other respect in the most solid, substantial and approved manner, with the best materials of their several kinds, and at the same time with the most simple and economical style of finish. The roofs are covered with Welsh slate; the portico, gutters, and conductors, of copper. It will be seen that the front rooms of the whole building are of the most approved dimensions. Particular attention has been paid to the very important properties of ventilation, warming, superintendence and classification of the different wards, and the necessary conveniences required to each department. Four fireproof stairways, one at each angle of the plan, afford, with the assistance of the piazzas, private and easy access to each room. The culinary department is located in the arched basement of the front, nearest the apartment of the superintendent, with the bakery and laundry adjoining. The fuel, store rooms, larder, and dairy occupy the rooms formed by the foundation of the portico, contiguous to the kitchen, wash house, &c., &c.

The water power for baths, closets, culinary, laundry, and chemical purposes, are at convenient command from the elevated position of the reservoir, fed from the roofs and wells adjoining; every other desired property of this institution promises to be effected in the plan before you. This edifice is calculated to accommodate from three to five hundred beds for sick, besides sufficient rooms for the superintendents, doctors, nurses, domestics, and the public officers belonging to them. Various other features will be perceived, and the merits of the plan better understood, by referring to the accompanying drawings, which are respectfully made for the use of the honorable commissioners of the navy hospital fund, by their most obedient and humble servant,

JOHN HAVILAND, *Architect.*

D.

NOVEMBER 30, 1829.

To the honorable board of commissioners of the U. S. hospital fund:

GENTLEMEN: In compliance with your request, I have inspected the present state of the hospital now erecting at this place under my direction; taken an account of the materials and property on hand; measured and valued the work necessary to be done to complete the building ready for occupancy; and calculated the cost of the different kinds of materials required to effect its completion according to its original design, and the accompanying drawings and descriptions, and respectfully report as follows: The entire building is covered in and slated; the gutters thereon finished, and the water conductors completed; the principal part of them fixed in their respective places; the remainder will be stationed as

soon as the piazzas are up, which, it is expected, will be ready for them in four weeks; all the water that falls on the roof will then be conducted into one spacious reservoir, and the surplus into culverts, which it is desirable to effect before the winter rains and snow fall; in every other respect we are entirely prepared for the winter.

Gutters have been formed all around the building, and barreled brick drains constructed to carry off the rain and waste waters into the river, which otherwise would seriously injure the building.

All the external doors and windows have been glazed and placed in their respective situations; the ground round the foundations of the walls raised, and other precautions made to guard against the weather of the approaching winter. The south and north wings are nearly completed, with the exception of the four stairways; the north *entirely so*, with its piazzas and basement, and its doors, sashes, and shutters hung.

We have at present, in our employ, the following mechanics, to wit:

	Average per month.
One superintendent, at	\$150 00
One master mason and stone cutter	78 00
One master carpenter	78 00
Eleven journeymen masons	520 00
Four journeymen stone cutters	208 00
Twenty journeymen carpenters	750 00
Three blacksmiths ..	117 00
Four painters	156 00
One carter	30 00
One mortar maker and waterman	37 50
Two horses	26 00
Two caulkers and riggers	71 50
Thirty laborers	500 00
Monthly cost of labor	\$2,722 00

Several of the above workmen will finish their part of the work by the first of January next; and I calculate to employ the remaining workmen, in their several branches, to complete the hospital, in *every respect*, (including the portico) ready for occupancy, until the first day of July next, at a further cost of thirty-one thousand dollars, reckoning from the present time.

Recapitulation of the estimate of workmanship and superintendence.

Superintendent's salary	\$1,050 00
Master mason and stone cutters	546 00
Master carpenter	546 00
Five masons	1,750 00
Four stone cutters	1,450 00
Twenty carpenters	5,250 00
Three blacksmiths	819 00
Four painters	1,092 00
One carter	210 00
One watchman, &c.	262 00
Two riggers and scaffold makers, &c.	280 00
Thirty laborers, leveling and attending upon the workmen	3,500 00
	<u>\$16,761 00</u>

Estimates of materials, as follows:

Two hundred barrels of lime	\$250 00
Six thousand feet of flagstone	900 00
Six mantels for best rooms	250 00
Twelve water closets	1,500 00
Lumber	2,000 00
Paving and other bricks	500 00
Building stone, bespoke	300 00
Freestone	3,000 00
Granite for steps of portico	1,000 00
Scaffolding and tackle to raise portico	139 00
Caulking and cotton of piazza, &c.	200 00
Coppersmith's work, done and unfinished	700 00
Ironmongery, nails, screws, spikes, &c.	300 00
Wrought iron	200 00
Cast iron, columns of piazza	500 00
Paint stuffs	300 00
Covering and lining of reservoir	100 00
Slatting near piazza, including slate	100 00
Plastering	1,500 00
Copper boilers, grates, and plumbery	500 00
Cost of materials	<u>\$14,239 00</u>

Estimate of workmanship and superintendents.

Salaries	\$16,761 00
Estimate of materials.....	14,239 00
Total amount.....	<u>\$31,000 00</u>

I beg leave to add that it is practicable to finish the hospital within three months after the materials are delivered, and all the materials required can be obtained by the first day of January next, if put in a proper channel, and the weather permits; but this expedition would be attended with a thousand dollars additional cost, less the salaries of three months to the officers.

Respectfully, gentlemen, your obedient, humble servant,

JOHN HAVILAND, *Architect.*

U. S. N. HOSPITAL, *Norfolk, Va.*

E.

Statement of debts and claims against the navy hospital fund.

Amount estimated to be due for materials, &c., for the Navy hospital at Norfolk.....	\$250 00
Amount reported by Mr. Strickland to be due for materials and labor for the Navy hospital near Philadelphia.....	1,750 00
Amount stated to be erroneously deducted from pay of the navy, and carried to the credit of the hospital fund.....	1,519 22
If this amount	\$19,269 22
Be deducted from the balance in the treasury December 31, 1829.....	20,823 99
It will leave a balance in favor of the navy hospital fund of.....	<u>\$1,554 77</u>

F.

Extract of a letter from Mr. John Haviland, Navy hospital architect, Norfolk, Va

PHILADELPHIA, *January 8, 1830.*

SIR: In answer to yours of the third inst., I beg leave to inform you that I received your communication of the ninth of December, 1829, and replied to it very fully the day after I received it, and spared no pains or labor in obtaining from the best sources such information, in relation to the subject, as enabled me to form a very correct estimate of the furniture and other articles necessary to carry the hospital into operation. By referring to my diary, I find the substance of my report nearly as follows:

DECEMBER 11, 1829.

The estimate for furnishing the kitchen, wash room, scullery, laundry, bake room, dispensary, nurseries, chambers, lining rooms, store rooms, and other offices contained in the north wing of the hospital, including all kinds of culinary utensils, hardware, crockery, lamps, stoves, linen, bedsteads, beds, bedding, chairs, tables, baking, washing, and ironing implements, shelving, &c., amounts to \$1,500.

The additional furniture required for each patient, such as an iron bedstead, bed, bedding, small table, easy chair, and other appendages, \$50.

In addition to the offices, chambers, and other rooms employed by the superintendents, doctor, and domestics, this section of the building contains rooms for the accommodation of the following number of sick.

Lunatic ward, basement, No. 1.

Six rooms, 10 by 12 feet, containing.....	Beds. 6
---	------------

Acute ward, 1st floor, No. 2.

Room A, 28 by 83 feet, containing	20
Room B, 35 by 35 feet, containing	12

Chronic ward, 2d floor, No. 3.

Room C, 28 by 83 feet, containing	20
Room D, 35 by 35 feet, containing	12

Contagious ward, 3d floor, No. 4.

Room E, 28 by 83 feet, containing	20
Room F, 35 by 35 feet, containing	12

*Total number of beds in this wing..... 102

* The space allowed in this calculation is seventy-five superficial feet to each; thus it will be perceived that double the number of beds can be arranged in the space, in case it is required.

The north wing of the hospital is so near its completion that it can be entirely finished for occupancy in three weeks after we receive the material for the stairways, which are the principal unfinished feature in this section of the building, which was kept back for want of flag stone.

The ovens and coppers of the bake room are completed, and the coppers for the culinary, baths and laundry purposes, finished ready for setting.

The piazza on the north side of this section is entirely finished, and the one on the south side nearly so.

A portion of the ground contiguous to this wing can readily be portioned off with a temporary high fence, formed with the old scaffold boards, being entirely disconnected with the unfinished part of the building.

If it is desired to occupy this wing, it would be indispensably necessary to finish the two flights of stairways, with the six water closets and baths belonging to it; this would effect a permanent completion, and make this section of the building a perfect hospital in itself, at a cost of ten thousand dollars, including the furniture, &c., &c., as follows:

General furniture, &c.....	\$1,500
Furniture, &c., for 102 sick, at \$50 each.....	5,100
Required to finish the stairs, water closets, baths, &c.....	3,400
	\$10,000

I do not apprehend any difficulties that might arise to the completion of the building in the spring, from occupying this portion of the hospital, excepting the noise occasioned by mechanical operations, and, in case of any contagious diseases being located there, might prevent the mechanics from working under the same roof; otherwise, the hospital is in a fit state for invalids to reside in; the walls, plastering, and paint, having had sufficient time to dry since its completion, assisted by a powerful furnace, which I have erected and caused to be kept in force during the present winter. It is capable of being made *very private* at a small expense, which, with strict discipline, interference with each other can be easily prevented.

I left the works at Norfolk well protected and watched by Mr. Thomas, our late master mason, a very trustworthy and respectable person, with whom I took an inventory of all the materials and other property belonging to the hospital, and sent a copy to Mr. Legrand. Mr. Thomas agreed to the responsibility and care of the building, during the winter, without any other compensation than the use of the house on the premises, lately occupied by Mr. Wheeler.

G.

TREASURY DEPARTMENT, *Second Comptroller's Office, August 12, 1829.*

SIR: In the account of Robert Pottinger, as purser of the United States ship *Hornet*, for disbursements in 1828, which has been examined and revised in this office, it is remarked that the sums due to the deserters from said ship, amounting to \$446.64, is carried to the fund for navy hospitals, and taken from the pay appropriations.

From a careful inspection of the laws, I am of opinion that such an application of the funds appropriated for the "pay of the navy" is not authorized.

The principle is important; and in order to justify the accounting officers in thus transferring moneys appropriated by Congress for a specific purpose, and applying them to another and a different purpose, the most unequivocal legal authority should appear.

The amount, therefore, in this case, is restored to the pay appropriations whence taken, and the Fourth Auditor is requested, until otherwise directed by this office, to observe the same principle in the future settlement of navy account.

Respectfully, your obedient servant,

ISAAC HILL.

AMOS KENDALL, Esq., *Fourth Auditor.*

H.

Estimate of the sums which will be required to finish the Navy asylum at Philadelphia, and the Navy hospital, near Norfolk, Va., and for furnishing the buildings with the necessary apparatus and fixtures for the reception of invalids and the officers of the establishment, &c., &c.

To complete the Navy hospital at Norfolk, (see paper D)	\$31,000 00
To various fixtures and articles of furniture, (see paper F)	1,500 00
To various fixtures for invalids, (see paper F)	5,100 00
To complete the asylum near Philadelphia, (see paper C)	27,300 00
To expenses of fitting up the asylum, estimating it at the same rate as for the Navy hospital at Norfolk	6,600 00
To furniture required for the apartments of the officers and domestics of the two establishments, (see paper marked K)	5,200 00
	\$76,700 00

Making an aggregate sum, to be provided for the completion of the asylum and hospital, of seventy-six thousand seven hundred dollars, including the necessary furniture, &c., for the officers and domestics of the two establishments.

Charles Bulfinch, Esq., to the commissioners of the navy hospital fund.

The subscriber, having been directed by the honorable commissioners of the navy hospital fund to proceed to Norfolk for the purpose of inspecting the actual situation of the Navy hospital at that station, begs leave to report that he proceeded, as directed, to fulfill the instructions which he had received, and presents the following result:

The Naval hospital at Portsmouth, in Virginia, is located on the south branch of Elizabeth river, which forms the harbor of Norfolk and Portsmouth, and above which is the United States dock yard of Gosport. The hospital is situated in a dry and airy position, and is the first object that meets the view on the right, at entering the river from Hampton Roads. It is a large and imposing mass of building; the ground connected with it is of about sixty acres, and generally covered with a growth of young and thrifty wood.

The building is one hundred and seventy-five feet front by thirty-two feet deep, with two wings, extending back at right angles of one hundred and forty-four feet by forty, and forming an open court within. The front is of freestone, and will show an advanced portico of ten massive Doric columns, extending ninety-four feet in the centre, standing at the height of the level of the second story. The basement of this front is appropriated to kitchens, washing rooms, and other domestic purposes, and three stories above will be devoted to the officers of the establishment. The receding wings are built of square granite, four stories in height, with piazzas to each story, to be supported by slender iron pillars, both on the outside and in the court. All the door and window stools are of cast iron. These wings are appropriated to sailors, and appear to be judiciously divided and arranged for convenience and ventilation. All the stories of the wings and the basement story of the front are made fireproof, and vaulted with brick arches; the principal stories of the front are finished with timber floors. Arrangements are made for six staircases of stone, in convenient positions.

The foundation walls are four feet thick to the surface; the walls of the basement are ten feet six inches high and three feet thick; the walls of the principal story are twelve feet two inches high and four feet thick; the walls of the third story are eleven feet two inches high; the walls of the fourth story are eleven feet one inch high and eight feet thick; the inside walls are one foot eight inches in thickness.

The work appears to be substantially and well executed, the walls straight and plumb, the arches well designed and correctly turned. The whole building is covered with a roof, and slated, except the portion of the front to which the portico will be attached. The whole of the south wing is floored, and the two upper stories plastered. The window frames are set, and the sashes and outer doors are all made.

Upon inquiry into the second object of the instructions, "to ascertain the description of materials required for immediate use," it appears that there is a sufficient quantity of slate on hand for finishing the roof, but that it cannot be laid until a parcel of copper is received for the ridges and gutters. This article is of the first necessity, as every shower now penetrates the arches and injures the work under this unfinished part; 24,000 feet of floor boards are wanted for the north wing and front building, to prepare them for plastering, and 4,100 feet of glass for the windows. The girders for the piazzas are prepared, but cannot be raised until the cast iron pillars are procured. Three columns of the portico are worked, and about one-quarter part of the stone entablature to rest upon them, being all the freestone that is on hand; a further supply is wanted immediately, both for the portico and for the piers under the side piazzas. A supply of granite and freestone is also wanted for the portico and steps, to be laid this season, to prepare for raising the columns.

A large quantity of stone will be wanted for the steps of the outside, and for six staircases, but this is not essential for the present season. It will be expedient to look for a more lasting material than the common freestone used in the building; either of limestone from Baltimore, or fine granite from the Quincy quarries near Boston.

Upon a full survey of the work which he was ordered to inspect, the subscriber has pleasure in stating that the location of the hospital appears well calculated for health, and to gratify the feelings of the hardy seamen for whom it was raised; that the work is well executed, and does credit to the science and practical skill of the architect, J. Haviland, Esq., and to the diligence and attention of Mr. William Wells, who has superintended the execution of the work; and that it may be finished in another season if no delay should occur in obtaining materials.

Respectfully presented to the honorable commissioners of the navy hospital fund by their obedient servant.

CHARLES BULFINCH.

JULY 14, 1829.

K.

Estimate of the number of rooms which will be required to be furnished at the Navy hospital, for the accommodation of the superintendents and others who will reside thereat, as taken from the report of Doctors Cutbush, Marshall, Davis, and Erving, made 16th March, 1812, in obedience to the fourth section of the act of Congress, of February 26, 1811; and an estimate of the sum which will be needed to purchase necessary furniture for them.

Furniture for two lodging rooms for two assistant surgeons	\$380 00
Dining room for two assistant surgeons	300 00
Furniture for steward's room	190 00
Furniture for wardmaster's room	150 00
Furniture for matron's room	190 00
Furniture for four nurses' rooms	200 00
Furniture for one cook's room	100 00
Furniture for two washerwomen's rooms	150 00
Furniture for three servants' rooms	100 00

Furniture for a lodging room for the commanding officer of the establishment, instead of the surgeon's (who may not reside at the hospital).....	\$190 00
Furniture for the parlor of the commanding officer.....	500 00
Furniture for porter's room.....	150 00
	\$2,600 00

Estimating the expenses for the asylum as equal to the above for the hospital, will give a sum to be provided for furnishing the establishments, for the accommodation of the resident superintendents and other officers and domestics.....	\$5,200 00
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The above estimate of the expense of furnishing each room has been formed from such data as were deemed reasonable, but is by no means given as being the amount absolutely required for the objects proposed.

21ST CONGRESS.]

No. 405.

[1ST SESSION.]

STATEMENT OF THE NAVY PENSION FUND, SHOWING ITS INCOME, PENSIONS CHARGEABLE, THEIR KINDS, PROGRESS, CONDITION, AND THE FUTURE PROBABLE CHARGES UPON SAID FUND.

COMMUNICATED TO THE SENATE JANUARY 19, 1830.

NAVY DEPARTMENT, *January 19, 1830.*

SIR: That the Committee of Naval Affairs of the Senate, of which you are chairman, may be in possession of full information respecting the state of the privateer pension fund, I have the honor to transmit herewith a copy of a communication addressed, on the 7th instant, to the Hon. Michael Hoffman, chairman of the Naval Committee of the House of Representatives, which shows the progress of the fund for the past year, its income, the pensions chargeable on it, their kinds, its present condition and the probability of future charges on it, together with the views of the Department on the subject of the measure proposed by report No. 85,* made in the House of Representatives 17th of February, 1829.

I am, very respectfully, &c.,

JNO. BRANCH.

HON. ROBERT Y. HAYNE, *Chairman Committee on Naval Affairs, Senate U. S.*

NAVY DEPARTMENT, *January 7, 1830.*

SIR: I have the honor to reply to your communication dated the 21st ult., enclosing the report of the Committee on Naval Affairs of the House of Representatives, on the subject of the privateer pension fund, and asking information respecting the progress of the fund for the past year, its income, the pensions chargeable on it, their kinds, its present condition, and the future probability of the charges on it, together with the opinion of the Department on the subject of the measure proposed in the report.

1. *As respects the progress of the fund for the past year.*

It has continued to afford relief to those who were disabled, as well as to the widows and orphans of those slain or lost, during the late war, on board private armed vessels of the United States. To satisfy the claims of pensioners of the above description, admitted under the several acts of Congress, remittances were made during the year 1829 to the respective agencies, to the amount of \$10,495.39, to effect which sales of stock belonging to the fund had to be made in the months of June and December last, to the amount of \$6,444.57.

2. *As respects its income.*

The income during the last year amounted to \$3,421.23, being the interest which accrued on the stock belonging to the fund.

3. *As respects the pensions chargeable on the fund, and their kinds.*

The pensions which are chargeable are those granted under the authority of the acts of Congress of the 13th February and 2d of August, 1813, *to persons disabled, and to the widows and orphans of persons slain or lost in private armed vessels* under the several acts of Congress, approved 4th March, 1814, 16th of April, 1818, and 9th of April and 26th of May, 1824, no pensions having been granted under the second section of the act, approved 23d May, 1828. The number of *persons disabled*, authorized to receive pensions, is eighty-six. Some of these, however, are probably dead, as they have not, for years, claimed payment of the pension to which they are entitled. The pensions of invalids continue during

* Vide ante, No. 389.

disability, and are graduated according to the extent of the injury sustained, and the continuance and degree of disability have to be proved biennially. Of these eighty-six invalid pensioners—

2 are entitled to.....	\$20	per month each.
1 is entitled to.....	15	per month.
3 are entitled to.....	12	per month each.
2 are entitled to.....	10	per month each.
2 are entitled to.....	9	per month each.
4 are entitled to.....	8	per month each.
3 are entitled to.....	7	per month each.
25 are entitled to.....	6	per month each.
12 are entitled to.....	5	per month each.
18 are entitled to.....	4	per month each.
1 is entitled to.....	3½	per month.
11 are entitled to.....	3	per month each.
2 are entitled to.....	2	per month each.

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To satisfy all these claims, the sum of \$6,054 per annum is requisite.

The widows and orphans, to whom pensions have been granted, have, excepting in sixteen cases, received the fifteen years' allowance, as authorized by law, and the pensions have of course been discontinued. Of these sixteen cases, fourteen will expire on the 1st day of February next, one on the 4th day of March, and the last one on the 1st day of April. To satisfy the balance of pensions remaining due on these cases, the sum of \$162.80 will be sufficient.

4. As respects the present condition of the fund.

The last report from the Department, showing the condition of the fund, was made to the honorable committee of which you are chairman, on the 11th of February last. At that time the fund consisted of stock to the amount of \$63,272.50. In June last, to meet the semi-annual payment falling due on the 1st of July, it became necessary to sell stock to the amount of \$3,712.81, and, in the last month, to provide for the payments due on the 1st instant, a further sale, to the amount of \$2,731.70, became unavoidable. The stock of the fund was all redeemed on the 1st instant, and the fund is now reduced to the sum of \$53,115.06, which remains in the treasury unproductive, and it must continue so until an opportunity presents for its reinvestment, or such other disposition of it as shall be directed by Congress.

5. As respects the future probability of the charges on the fund.

It is difficult to estimate the future charges on the fund, or anticipate with precision the claims which may hereafter be presented. Applications for pensions are yet occasionally made, and within the last year or two a few individuals succeeded in establishing their claims. It is not probable, however, that many new cases will appear. It may be estimated, with much confidence, that \$5,000 per annum will be amply sufficient to discharge all claims against the fund. I have given to the measure recommended in the report of the committee as much consideration as the urgent and multifarious duties of the Department permitted; and I concur with the committee in the belief that *sound policy* as well as *humanity* to the widows of those gallant and patriotic men, slain or lost in the private armed vessels of the United States, justifies an appropriation in aid of the fund. The scale proposed for the graduation of the pensions to invalids and widows, reduces the allowance of the former about *one-third*, and of the latter more than *three-fifths*. Applying this principle to the amount allowed by existing laws to the invalids, about \$4,000 annually will be sufficient to liquidate their claims; and if extended to the widows, estimating that only 120 of the 161, to whom relief was granted under the acts of 1824, will apply for renewal, a sum less than \$5,000 annually will pay all their pensions. The widows and orphans of 161 persons pensioned under the acts of 9th of April and 26th of May, 1824, were paid conformably to the provisions of the said laws, in the following manner, viz:

10 at the rate of.....	\$20	per month each.
22 at the rate of.....	12	per month each.
36 at the rate of.....	10	per month each.
26 at the rate of.....	8	per month each.
67 at the rate of.....	6	per month each.

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To pay the above claims the sum of \$17,208 was annually required. Were the pensions of the widows and orphans graduated by the scale proposed in the report of the committee, they would be paid as follows:

10 at the rate of.....	\$5	per month each.
22 at the rate of.....	4	per month each.
36 at the rate of.....	3½	per month each.
26 at the rate of.....	3	per month each.
67 at the rate of.....	2½	per month each.

161 as before, and requiring annually for the payment of all, only the sum of \$6,114.

From a comparison of the preceding results, it appears that the sum of \$9,000 per annum may be estimated as sufficient to satisfy the pensions of the invalids and widows, if reduced as the report proposes.

If a reduction in the amount of allowance be unavoidable, or if an appropriation in aid of the fund shall not be obtained, I would urge on the consideration of the committee the propriety of permitting the

widows to participate fully with the maimed survivors in the benefits to be realized from the residue of the fund. But I would respectfully submit to the liberality of the committee, whether the measure contemplated does not place the *pittance of relief* too low; and whether it would not be more in accordance with the generous feelings of the nation, and better calculated to promote its permanent interests, to make provision by law for a continuance of pensions to the few invalids and widows that remain, at the rate formerly allowed. For the accomplishment of this desirable object, laudable in its nature, and much required by the necessities of the claimants, it is *earnestly recommended* to the Committee of Naval Affairs of the House of Representatives to report a bill which shall, in the mode most suitable, provide the relief suggested. Perhaps a simple and efficient process will be, to authorize the issue of certificates of stock, bearing interest, for the balance of the privateer pension fund, \$53,115.06, and such additional sum as may be thought adequate and proper; and to empower the Secretary of the Navy to receive from the Treasury of the United States semi-annually, upon surrendering an equal value of the stocks, such an amount of money as may, with the interest then due and available, be sufficient to satisfy the claims for pensions chargeable on the fund.

The privateer pension fund has, it is believed, never sustained loss by mismanagement; and by the adoption of the mode suggested, it will be effectually shielded from the inconvenience and evils resulting from injudicious investments; its resources will be certain, and adequate to the end proposed; no money will at any time be unproductive, nor more be required than shall be indispensably necessary; and when the benevolent objects for which the fund was created and maintained shall have been fulfilled, it will revert to the treasury, and constitute a portion of the public wealth of the United States.

All which is respectfully submitted.

(Signed)

JNO. BRANCH.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

21ST CONGRESS.]

No. 406.

[1ST SESSION.]

ORGANIZATION OF THE SURGICAL DEPARTMENT OF THE NAVY.

COMMUNICATED TO THE SENATE JANUARY 26, 1830.

NAVY DEPARTMENT, *January 26, 1830.*

SIR: In compliance with the requisitions contained in your letter of the 22d ultimo, calling for the views of this Department, in detail, on all subjects embraced in the documents accompanying the President's message in relation to the navy, I have the honor herewith to submit a bill for an organization of the surgical department of the navy, containing the necessary provisions to carry the same into effect.

The object of the proposed organization is to secure a more uniform and systematic attention to the preservation of the health of the persons employed in the naval service of the United States, than has heretofore been bestowed on that subject.

This is intended to be effected by the selection of some one of the surgeons of the navy, (not otherwise engaged in its service,) whose duty it shall be to direct and supervise the execution of all matters having reference to the surgical and medical department thereof; to direct the employment, by the surgeons of the navy, of certain prescribed methods of guarding against the attacks of epidemical or infectious diseases; to prevent their extension when they may make their appearance on board vessels, or at stations under their care; to the use of the most approved means of correcting foul air of vessels-of-war, or hospitals; to their proper ventilation, and such methods as may have been ascertained to be useful for the purification of the water and preservation of the provisions; medicine and hospital stores provided for the navy afloat and on shore; to require of the surgeons in actual service, to report at stated periods the results of the employment of the means above mentioned, in conformity to their instructions; to require reports of all the epidemical, or other diseases deemed infectious which may make their appearance among the persons under their care, with a history of their phenomena, their probable cause, mode of treatment, and the effect thereof; also, of all the casualties occurring in the service, under their observation, the treatment of the same, and the results; to require reports exhibiting the views of the surgeons of the navy upon the influence of the discipline of the navy on the health of seamen; the effect of diet or drinks, and suggestions as to the consequences of change therein; to require reports of all improvements in the surgical and medical department, which they may be able to obtain by an examination of the treatment of the sick or wounded in the hospitals or service of other nations, and reports on any other points having reference to the accomplishment of the great object in view; the more perfect preservation of the health of persons employed in the naval service of the United States. To make it also the duty of the surgeon so selected to have all such reports recorded and preserved in his office, and, if it should be deemed necessary, to have the most important subjects selected, published and distributed to the surgeons of the navy, thereby giving them all the advantages of the practice and experience of their predecessors in service, of which it is believed the surgeons of the present day have not the opportunity to avail themselves.

At present, the surgeons of the navy may be said to be under no guidance whatever in the discharge of their professional duties, except their own discretion or pleasure.

Upon the importance of the objects contemplated to be effected by the proposed bill, it is not deemed necessary to dwell. It is confidently believed that the plan proposed will effect the end desired.

All which is respectfully submitted.

JNO. BRANCH.

The HON. ROBERT Y. HAYNE, *Chairman of the Committee on Naval Affairs, in the Senate of the U. S.*

A BILL to establish the office of surgeon general of the navy.

SEC. 1. *Be it enacted, &c.*, That the President of the United States be, and he is hereby authorized, by and with the advice and consent of the Senate, to appoint a surgeon general of the navy of the United States, the said officer to be selected from among the surgeons now in the navy, and to perform the duties herein-after set forth.

SEC. 2. *And be it further enacted, &c.*, That it shall be the duty of the surgeon, so as above appointed, to supervise all matters connected with the health of the crews of vessels-of-war, and of seamen attached to naval stations and hospitals; to require from the different surgeons and assistant surgeons reports of the casualties in the service, the treatment thereof, and the results; also of diseases occurring in the navy at sea, in foreign ports, and at home stations; the probable causes, treatment, and results, and to have the same recorded; and to report to the Secretary of the Navy, from time to time, the services rendered by the different surgeons and assistant surgeons of the navy, and the manner in which they have been performed; to supervise the selection, purchase, and putting up of all drugs, medicines, surgical instruments, hospital stores and furniture, required for the naval service of the United States; to furnish an estimate of the quantity and kind necessary for any ship or service, and to attend to the preservation of all articles deposited by surgeons and assistant surgeons of ships returned from a cruise, and about to be dismantled, with such other duties as the Secretary of the Navy may assign to him, with a view to the promotion of the interest of the service, and the advancement of the medical corps in their professional knowledge.

SEC. 3. *And be it further enacted, &c.*, That the Secretary of the Navy is hereby authorized to attach to the Medical Bureau, hereby established, one clerk, who shall receive as a compensation for his services the sum of ——— dollars per annum.

SEC. 4. *And be it further enacted, &c.*, That the surgeon general of the navy shall be entitled to receive, in full compensation for his services, three thousand dollars per annum, in lieu of pay, rations, and emoluments.

21ST CONGRESS.]

No. 407.

[1ST SESSION.]

STATEMENTS RELATING TO THE DUTIES, BONDS, ACCOUNTS, AND COMPENSATION OF PURSERS IN THE NAVY.

COMMUNICATED TO THE SENATE JANUARY 27, 1830.

NAVY DEPARTMENT, *January 27, 1830.*

Sir: In reply to your letter of the 22d December, 1829, asking the views of this Department, "in detail," on all subjects, embraced in the President's message and accompanying documents, that relate to the navy, I have the honor to submit, in part, the enclosed statement from the Board of Navy Commissioners, in answer to inquiries addressed to them in relation to the compensation of pursers, and the security to be given by them, &c.; and the views therein presented meet the approbation of the Department, as far as they extend.

In addition to the recommendations made by the Commissioners, I would respectfully suggest the propriety of requiring, from the pursers of the navy, a quadrennial renewal of their bonds, and that the term of their appointments be limited to the same period. For the reasons which have governed the Department, in recommending the change now proposed in the mode of compensating pursers of the navy, you are respectfully referred to that portion of the report made to the President of the United States, on the 1st December, 1829, having reference to this subject.

I am, very respectfully,

JNO. BRANCH.

HON. ROBERT Y. HAYNE, *Chairman of the Naval Committee, Senate U. S.**Copy of a letter from the Navy Commissioners to the Secretary of the Navy, dated—*NAVY COMMISSIONERS' OFFICE, *January 9, 1830.*

In reply to your letter of the 26th ultimo, wherein you request "information from the Commissioners, respecting the compensation of pursers, the amount of security to be given by them, with regulations to prevent abuses in the discharge of their duties," the Commissioners have the honor to state that the following mode of compensation to pursers presents itself as preferable, in their opinion, to the one under existing regulations, which they respectfully submit for your consideration.

That a stated salary be allowed to them, in lieu of all commissions, scaled as follows, viz:

To pursers on board a ship of the line, first rate.....	\$2,800 per annum.
To pursers on board a ship of the line, second rate.....	2,500 per annum.
To pursers on board frigates	2,000 per annum.
To pursers on board sloops-of-war	1,600 per annum.
To pursers on board brigs and schooners.....	1,300 per annum.

And when on shore, whilst settling their accounts at the seat of government, each purser shall receive the same pay as when on board of a ship, provided the time does not exceed one month, unless the officer of the Treasury Department, having charge of his account, shall certify that a longer time is required for its settlement; in that event, the allowance to continue for the time so certified.

While pursers are in the discharge of their duty at a navy yard or station, they shall receive the

same pay as pursers on board of frigates; and while absent on leave, or *waiting orders*, or absent on furlough, they shall receive the same pay and allowances that are made to lieutenants under the same circumstances.

It would be necessary to restrict the pursers from making purchases of any article whatever, that may be required for the service, unless in an emergency, on a foreign station, where there is no navy agent, through whom the supplies may be obtained, and then only upon the written authority of the commanding officer, which authority must be produced, on the settlement of his accounts, as his voucher. Let all purser's stores be procured under the direction of the Commissioners of the Navy, as other supplies are now obtained, invoices of which, at cost and charges, shall be furnished to the purser, on entering upon his duties, to which an advance of ten per cent. shall be added.

Under this mode of compensation, the government would be charged with the difference between the proposed annual salary and the allowance as now made by law; but the Treasury would be relieved from this tax upon it, by the amount accruing from the addition of ten per cent. upon the cost and charges of all the supplies furnished to the crew, and which, it is believed, would cover the difference between the present allowance, and that now proposed. A saving would be realized by the sailor, from the fact that the articles furnished to him, and upon which this percentage would be chargeable, were procured by the Commissioners, under contract or otherwise, at more advantageous rates than by the pursers.

The Commissioners would not recommend a less sum to be taken as security, from the pursers, than is now required.

Should the above mode of compensation to pursers be adopted, the rules and regulations now in force, it is believed, would be sufficient to guard against abuses in the discharge of their duties.

21st CONGRESS.]

No. 408.

[1st Session.]

PLAN FOR A REORGANIZATION OF THE BOARD OF NAVY COMMISSIONERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 28, 1830.

Letter from the Secretary of the Navy to the chairman of the Committee on Naval Affairs, in relation to the ministerial duties of the officers of the Navy Department.

NAVY DEPARTMENT, January 21, 1830.

SIR: In compliance with the request contained in your letter of the 23d December, 1829, in which you solicit the projects of such laws as may be submitted on the subject of the pay and emoluments of the officers of the navy, the organization of the Board of Navy Commissioners, &c., I have the honor to report, in part, the following bills, having reference to a reorganization of the Board of Navy Commissioners.

The bill marked A contains a proposition for giving power to the President of the United States to make such distribution of the duties now performed by the Navy Board (under the provisions of the act of Congress of the 7th February, 1815) as he may think will promote the dispatch of the public business, secure better responsibility for its proper discharge, and generally to effect in a more perfect manner the objects proposed to be obtained by the provisions of the bill above referred to.

The paper marked B presents the sketch of a bill, giving, in detail, the project of a distribution of the duties proposed to be assigned to each of the officers entrusted with the discharge of the ministerial duties of the Department, in which an effort has been made to give to each his full share of duty and responsibility, without imposing on any one more than may be deemed within the compass of his ability to perform.

In support of the propriety of making the proposed subdivision of the labors of the board, it may be said that it will secure to each class of designated duties the undivided attention of the officer who shall be selected to superintend them; that this exclusive devotion of his time and talents to one branch, or single train of services, will give him a more intimate knowledge of their interests and means of accomplishment, and that it will secure a stronger individual responsibility for their faithful discharge.

On this latter point it may be added, that while the merits of superior intelligence, or assiduous application in the performance of any assigned trust or duty, is shared in common with other officers, that kind of inducement for individual effort is not afforded, which, of all others, prompts to the highest exertion of intellectual or physical power. It is not proposed, by assigning to individual enterprise and exertion the performance of the specific duties recited in the bill, to deprive the officers so employed of the power of acting in their capacity as a board, whenever it may, in the opinion of the Secretary of the Navy, be necessary for them so to act, to establish general principles in relation to the system of construction of vessels-of-war, their armament, equipment, preservation, or any other points connected with the great general interests of the navy, on which he may desire their united counsel and information.

Thus the Department will have the benefit of the conjoined talents and naval skill of the board, added to the advantages to be expected to be derived from the separate efforts and responsibility of the members.

Under any disposition which may be made of the subject of distributing the duties of the board, it will be desirable that the power should be given to the President of the United States to alter or modify the same, in such manner as experience may show will be required for the attainment of the objects proposed to be effected by the bill.

I have the honor to be, very respectfully, sir, your obedient servant,

JNO. BRANCH.

The Hon. MICHAEL HOFFMAN, Chairman of the Committee on Naval Affairs, H. R.

A BILL to provide for the more effectual execution of the ministerial duties of the Navy Department.

SEC. 1. *Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That the President of the United States be, and he is hereby authorized, by and with the advice and consent of the Senate, to appoint three officers of the navy, whose rank shall not be below a post captain, to be styled Commissioners of the Navy, to discharge, in the manner hereinafter directed, under the superintendence and direction of the Secretary of the Navy, all the ministerial duties appertaining to the Navy Department.

SEC. 2. *And be it further enacted,* That the duties to be discharged by the officers so as above appointed, shall be apportioned as follows, viz: To one shall be assigned the building, equipping, arming and repairing of vessels-of-war, and the preservation of those in ordinary; and to this officer shall be attached the chief naval constructor and the draftsman; to the second, such duties as appertain to or are connected with the establishment and construction of navy yards, docks, arsenals, storehouses, timber sheds, the reception and distribution of provisions and slop clothing; and to the third, the making of contracts for the supply of naval stores and materials, provisions, slop clothing, and every other article required for the objects hereinbefore recited.

SEC. 3. *And be it further enacted,* That the discharge of all other ministerial duties of the Navy Department, not hereinbefore enumerated, shall be committed to the superintendency of the three officers above mentioned, and apportioned to them in such manner as the Secretary of the Navy may deem most advisable and conducive to the interests of the navy.

SEC. 4. *And be it further enacted,* That the Commissioners appointed in virtue of this act shall be permitted to retain the secretary and the number of clerks now employed by the Commissioners of the Navy Board, who shall be entitled to receive the salaries heretofore allowed to them for their services.

SEC. 5. *And be it further enacted,* That the Secretary of the Navy be, and he is hereby, authorized to cause to be prepared such additional rules and regulations as may to him appear necessary for securing a uniformity in the several classes of vessels and their equipments, and for repairing and refitting them, and for securing responsibility in the subordinate officers and agents, which regulations, when approved by the President of the United States, shall be respected and obeyed, until altered and revoked by the same authority.

SEC. 6. *And be it further enacted,* That the Commissioners of the Navy, above mentioned, shall, whenever the Secretary of the Navy may think proper, be convened as a board, for the consideration of such subjects, connected with the naval establishment of the United States, as may be submitted to them; and when so convened, the officer holding the oldest commission shall preside.

SEC. 7. *And be it further enacted,* That so much of an act, approved the seventh of February, one thousand eight hundred and fifteen, entitled "An act to alter and amend the several acts for establishing a Navy Department, by adding thereto a Board of Commissioners," as comes within the meaning of this act, and is contrary thereto, be and the same is hereby repealed.

21ST CONGRESS.]

No. 409.

[1ST SESSION.]

ON NUMBER, EXTENT, AND ARRANGEMENTS OF NAVY YARDS AND DRY DOCKS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 1, 1830.

NAVY DEPARTMENT, January 28, 1830.

SIR: I have the honor, in compliance with the resolution of the House of Representatives of the 25th instant, to transmit herewith a copy of the report, therein called for, of the Commissioners of the Navy, dated the 2d day of May, 1815, upon the subject of navy yards.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

HON. ANDREW STEVENSON, *Speaker of the House of Representatives.*

NAVY COMMISSIONERS' OFFICE, May 2, 1815.

SIR: The Board of Navy Commissioners have had under consideration the subject of navy yards and of docks, and now beg leave to submit to you the result.

The points of consideration were—

1. How many navy yards are necessary? 2. What description of navy yards is most proper? 3. Whether the sites now occupied are most suitable; if not, what are the objections to them, and where could they be located to more advantage? 4. Whether dry docks are necessary; and, if so, what number and kind are required? 5. What number and description of officers should be attached to each navy yard? Upon these points the Commissioners have unanimously decided as follows:

1. That three navy yards, and three only, are necessary.

2. That each of three yards should have attached to them a dry dock suitable for docking the largest class of ships; and each yard sufficiently capacious to accommodate five sail of the line and ten frigates; and should, moreover, have storehouses, shears, and every other convenience.

3. That all the sites now occupied as navy yards are not suitable for the purpose.

The sites at Charlestown, Massachusetts, and Portsmouth, N. H., are, in the opinion of the Commissioners, unexceptionable; but, from their proximity to each other, they are not both deemed to be necessary. Of these two, that at Charlestown is entitled to the preference, because it has many improvements which that at Portsmouth has not; is situated in a harbor equally safe and defensible; is equally, if not more

accessible; and is immediately in the neighborhood of a large, populous, and wealthy city, affording artificers, laborers, and materials in more abundance than could be expected at Portsmouth. New York is objectionable on account of its barred harbor, which can only be navigated by frigates; and only then in safety by those of a light draft of water; in addition to which, it is obstructed at times by ice. Philadelphia is liable to the same objections. The danger of navigating the Delaware, and its obstruction by ice, are obvious. You cannot carry to Philadelphia more than eighteen feet of water, over which no ship of the line or heavy frigate could be taken without the agency of camels or other buoyant preparation. The yard at Baltimore is useless, owing to the shoalness of the navigation by which it must be approached, and its great distance from the sea. The yard at Washington, when viewed as a *building yard* only, would be less objectionable were the navigation deeper and the obstructions fewer; but, it is the decided opinion of the board that these obstructions and its distance from the sea render it unsuitable for every other purpose than that of a building yard. The yard at Norfolk is objectionable on the following grounds: the navigation is too shoal for line of battle ships, and the passage difficult for vessels of every class. Ships can at no time go to sea with the same wind with which they leave the yard; neither can they get to sea at all, while an enemy of superior force shall be in possession of Hampton Roads, as was demonstrated by the detention of the *Constellation* during the whole of our late war. To the yard at Charleston, South Carolina, no vessel of a larger class than a sloop-of-war can at any time approach; and then only when the tide is up, and with great risk. The board cannot, at this time, designate all the places in the United States most eligible for the establishment of navy yards. From their own observations, and the documents in their possession, they incline to the opinion that Rhode Island, and York river, Virginia, offer the greatest advantages. Of this, however, they have determined to inform themselves more fully, by employing suitable persons to examine these two places.

4. Dry docks are absolutely necessary. They should, at least, consist of three in number; sufficiently large to dock the largest class of ships, and be furnished with locks or steam engines.

5. Upon this point, the board determined that to each navy yard the following officers and persons should be attached, viz: One superintendent, rank not below post captain; two lieutenants; one master; one purser; one storekeeper; one boatswain; one gunner; one carpenter; one sailmaker; one mastmaker; one blacksmith; one armorer; one blockmaker; one boatbuilder; one joiner; one measurer and inspector of timber.

In forming their opinions with respect to the navy yards now belonging to the United States, the Commissioners have considered that every obstruction to navigation constituted a serious objection to a yard; that the greater the difficulty of navigation, the stronger the objection; and viewing the navy as it now is, composed of ships of the line and heavy frigates, as well as smaller vessels, they have decidedly objected to every yard which could not be safely and conveniently approached by ships of the largest class. In deciding upon the number of navy yards which we ought to possess, they had reference to the present state of the navy, and its gradual increase, and in this view they considered three yards as absolutely necessary. When our navy shall be extended, the size of the navy yards may, if necessary, be proportionately increased.

In the hope, sir, that from your practical information upon nautical subjects, you will concur in opinion with the Commissioners, they proceed respectfully to recommend:

1st. That most of the public stores now belonging to the Navy Department, at the navy yards now in use, and not absolutely necessary for the use of frigates and smaller vessels, be collected and deposited in the Navy yard at Charlestown, Massachusetts.*

2d. That all the largest class of vessels of the navy be ordered, until other yards can be established, to make that port their place of general rendezvous on their arrival in the United States, unless on extraordinary occasions a departure from this rule should be necessary.

3d. That, should the yard in Massachusetts be deficient in any of the officers considered by the Commissioners as necessary, the deficiency be immediately supplied by proper appointments to the vacant stations.

4th. That, of the appropriation for navy yards, a considerable sum be held in reserve for such improvements as may be found necessary to the yard at Charlestown.

5th. That a capacious dry dock be immediately commenced at that yard. The Commissioners on the subject of navy yards having solely in view the improvement of the Navy yard at Charlestown, and the formation of two others, will confine their attention chiefly to those objects. They will, however, at the same time, use every effort to gain a perfect knowledge of every circumstance relating to navy yards in general, and when they shall have been perfectly informed on the subjects to which you have directed their attention, by the reports of commanders on the different stations, and other sources of information, they will be enabled to report to you, fully, the state of the navy yards now in use; but at this time, and with their own knowledge of circumstances, they recommend, in the most unhesitating manner, that, with the exception of the Navy yard at Charlestown, no further expense should be incurred on those now in use.

With great respect, I have the honor to be, sir, your most obedient servant,

JOHN RODGERS, *President.*

HON. B. W. CROWNINSHIELD, *Secretary of the Navy.*

* The Commissioners, in recommending this, are desirous of avoiding the inconvenience and expense attending land transportation of many articles in the event of another war.

21st CONGRESS.]

No. 410.

[1st Session.]

CLAIM TO PRIZE MONEY ON BEHALF OF THE REPRESENTATIVES OF A SEAMAN KILLED IN THE BATTLE OF LAKE CHAMPLAIN.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 5, 1830.

NAVY DEPARTMENT, *February 1, 1830.*

SIR: In reply to the several inquiries contained in your letter of the 22d ultimo, in relation to the claim for prize money preferred by James L. Ridgely, administrator of Edward Moore, ordinary seaman, who was, in September, 1814, killed in the battle on Lake Champlain, I have the honor to transmit to you a copy of a report made by the Fourth Auditor of the Treasury, and a statement furnished by George Beale, Esq., prize agent, which, together, contain, it is believed, full information on all the points specified by the honorable Committee on Naval Affairs of the House of Representatives.

I am, very respectfully, &c.,

JOHN BRANCH.

Hon. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*TREASURY DEPARTMENT, *Fourth Auditor's Office, January 25, 1830.*

SIR: In reply to the reference made to me of the enclosed letter from the chairman of the Committee on Naval Affairs, in the House of Representatives, relative to the claim of James L. Ridgely, administrator of Edward Moore, for prize money, I have the honor to state that, on the 3d March, 1815, Congress passed an act authorizing the amount of the valuation of each captured vessel of the British squadron, on Lake Champlain, to be distributed among the captors or their heirs, provided the amount should not exceed \$400,000.

That the amount of the valuations appears to have been \$310,000.

That an apportionment of this sum was made among the captors, and the sum of \$120.42 was assigned to Edward Moore, who was killed in the battle, but has never been paid.

That the whole \$310,000 has been paid out of the Treasury, and accounted for, except \$10, which was carried to the surplus fund.

That the sum of \$290,438.19 of this money was placed in the hands of George Beale, a purser in the navy, and prize agent, for distribution.

That, in his settlement with this office, he appears to have produced receipts for the whole sum placed in his hands, except \$18,863.10.

That this sum, viz: \$18,863.10, was carried to his credit in a settlement made in this office, May 29, 1823, upon his producing powers of attorney from the seamen, authorizing him to receive such prize money as might be allotted to them, dated mostly on the 11th September and 26th December, 1814. And that it is not known, nor is it believed, that this sum, or any considerable portion thereof, has ever been, or ever will be, claimed or distributed; and that it has been, by the said agent, applied to his own private use and emolument.

Very respectfully, your obedient servant,

AMOS KENDALL.

Secretary of the Navy.

P. S.—The funds assigned to the above object were disbursed as follows:

By George Beale, as above.....	\$290,438 19
By White Youngs.....	13,853 49
By amount paid Lieut. Robert Harley from the Treasury, through B. L. Lear, as his share.....	5,698 32
	\$309,990 00

A statement of the disbursement of prize money on Lake Champlain.

Whole amount received.....	\$290,438 19
Amount disbursed, per statements at Fourth Auditor's office, including \$120.42 paid to heirs of Peter Hanson since last statement.....	290,577 49
	\$139 30
Still due to the heirs of dead men	3,233 43
	3,372 73
Deficiency	
The above deficiency arises from the following payments by order of the Secretary of the Navy, viz:	
Lieutenant Perry	\$2,012 75
Lieutenant Loomis.....	1,043 20
Private Masters*	120 42
Private Herrick*	120 42
Private Jordan	120 42
	3,417 21
	\$44 48

JANUARY 28, 1830.

GEORGE BEALE.

* These men were in the first instance omitted through mistake, but afterwards placed on the prize list.

21st CONGRESS.]

No. 411.

[1st Session.]

ON THE NATURE, AMOUNT, AND OBJECTS OF THE PRIVATEER PENSION FUND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 9, 1830.

Mr. DORSEY, from the Committee on Naval Affairs, to whom was referred the report of the Secretary of the Navy to the President of the United States, of December, 1829, reported on so much thereof as relates to the privateer pension fund:

That, soon after the late declaration of war against Great Britain, the Congress of the United States authorized letters of marque and reprisal to be granted; and by the act of June 26, 1812, provided for the creation of a privateer pension fund, by setting apart two per centum of the net amount of all prize money arising from captures and recaptures made by the private armed vessels of the United States, as a fund for the support and maintenance of the widows and orphans of such persons as may be slain, and of such persons as may be disabled and wounded on board of such vessels, in any engagement with the enemy, to be distributed in such manner as shall thereafter be provided by law.

That by the act of February 13, 1813, the pensions charged on this fund, in favor of those who shall *have been wounded or otherwise disabled in any engagement with the enemy*, were graduated.

That, by the act of August 2, 1813, the benefit of this fund was extended to any officer, seaman, or marine, of any private armed ship, who shall *have been wounded or otherwise disabled in the line of their duty*.

That the act of 14th March, 1814, extended the benefit of this fund to the widows and orphans of the officers, seamen, and marines, who shall have died by reason of *wounds received*, by enacting "that if any officer, seaman, or marine, serving on board of any private armed ship or vessel, shall have died, since the 18th day of June, 1812, by reason of *wounds received* in the line of his duty, leaving a widow, and if no widow, a child or children under the age of sixteen years, such widow, and if no widow, such child or children, shall be placed on the privateer pension list, and shall be allowed half the monthly pension to which the rank of the deceased would have entitled him, for the highest rate of disability; which allowance shall continue for five years. But in case of the death or intermarriage of such widow, before the expiration of the term of five years, the half pay for the remainder of the term shall go to the child or children of the deceased; provided, that the half pay shall cease on the death of such child or children; and the several pensions, directed to be paid by the provisions of this act, shall be paid out of the privateer pension fund, and *from no other*."

That the act of April 16th, 1818, extended the benefit of this fund to the widows and orphans of officers, seamen, and marines, of those who shall have died *in consequence of accident or casualty*, by enacting "that if any officer, seaman, or marine shall have died, since the eighteenth day of June, 1812, in consequence of any *accident or casualty* which occurred while in the line of his duty on board of a private armed vessel, leaving a widow, and if no widow, a child or children, the Secretary of the Navy is hereby authorized to place such widow, child, or children on the pension list; and to allow such widow, child, or children the same monthly pension as if the deceased had died by reason of wounds received in the line of his duty; provided, that all moneys paid by virtue of this act shall be paid out of the privateer pension fund, and *from no other*."

That the pensions granted to the widows and orphans, under the preceding acts of Congress, were extended for a further term of five years after the respective expiration of the same, by the acts of April 9th, 1824, and of 26th May, 1824.

It appears from a statement furnished by the late Secretary of the Navy, on the 21st

February, 1828, that this fund consisted of stocks amounting at one time to the sum of	\$209,580 65
That there had been expended thereof, before 1827, the sum of	138,882 41
Leaving a balance of this sum	\$70,698 24
Leaving the annual interest of	4,241 89
A letter from the Secretary of the Navy, of the 11th February, 1829, states this sum had been further reduced to the sum of	63,272 50
Yielding an annual interest of	4,210 60

The present Secretary of the Navy, in his official communication of the 7th January, 1830, states that there had been a further reduction of the principal, and that it amounts now only to the sum of \$53,115; that this sum is unproductive, as the stock in which it was invested has been redeemed.

By the estimate, furnished the committee from the Department, it will require \$6,054, annually, to satisfy the *invalid pensions* charged on this fund. And if Congress shall deem it expedient to revive the pensions to the widows, which have expired, that then the sum of \$10,495 will be required to pay the *invalid and widows' pensions*.

From this view of the present condition of the fund, it appears that the annual interest on the balance of the fund, if reinvested, will not be sufficient to satisfy the invalid pensions charged thereon.

The Secretary states that almost all the pensions granted heretofore to the widows have expired.

It is submitted, therefore, to the consideration of Congress, whether the pensions to the widows shall be extended for a further period of five years, and if a provision shall be made, in aid of the remaining balance, sufficient to pay pensions granted to the *invalid and the widow*.

If the committee were disposed to concede that the abandonment, by the universal compact of the civilized world, of the right of war on private property on the ocean would conduce to the moral improvement of mankind, yet they cannot but believe that, so long as other nations practice it, so long ought it to be the policy of this government to encourage its citizens to embark a portion of their capital in fitting out private ships-of-war, to cruise against and destroy the *commerce and resources* of the enemy.

The genius of our government and the jealousies of our people are adverse to the building up of

an expensive navy. Private armed ships supply the absence of a national marine, so far as the war shall be directed against the commerce of the enemy, and leave our national ships at liberty to convoy our merchant vessels and defend our seaboard.

The experience of two wars has proved, beyond all controversy, that the distresses inflicted on the commerce of the enemy, by the spirited operations of our private armed ships, contributed much, very much, to render the war against us unpopular with the people of Great Britain, and to cause them to press their ministers to seek a peace.

This government was essentially sustained, at a period of great pecuniary embarrassments, by the duties paid into the Treasury, arising from the very valuable prizes captured and brought into port by our privateers.

The committee have sought information from the Treasury Department as to the amount of the benefit received by the government from these captures. They submit, herewith, the statement procured, and regret that it is not more specific as to the amount. The public journals of the day give us the prize list, showing that 1,408 vessels were captured and destroyed.

The letter from the Secretary of State, accompanying this report, verifies the interesting fact that our private armed ships captured more British seamen, during the last war, than the whole of our gallant navy.

Humanity forbids us to withhold from the widows of those gallant citizens, whose exertions thus contributed so effectually to the general defence, and whose lives were sacrificed while thus toiling to enrich the nation and to distress the enemy, in their old age, that pittance which the providence of the government provided for them in their youthful days.

The committee, therefore, unite in opinion with the Secretary of the Navy, that policy, justice, and humanity require that the pensions to the widows should be renewed, and that provision should be made for this purpose from the public treasury, in aid of the balance of the privateer pension fund, and thus prevent its entire absorption; and for these objects they beg leave to report a bill.

Letter from the Secretary of the Navy, relating to the privateer pension fund.

NAVY DEPARTMENT, January 7, 1830.

SIR: I have the honor to reply to your communication, dated the 21st ult., enclosing the report of the Committee on Naval Affairs of the House of Representatives, on the subject of the privateer pension fund, and asking information respecting the progress of the fund for the past year; its income; the pensions chargeable on it; their kinds; its present condition; and the future probability of the charges on it; together with the opinion of the Department on the subject of the measure proposed in the report.

1. *As respects the progress of the fund for the past year.*

It has continued to afford relief to those who were disabled, as well as to the widows and orphans of those slain or lost, during the late war, on board private armed vessels of the United States. To satisfy the claims of pensioners of the above description, admitted under the several acts of Congress, remittances were made during the year 1829, to the respective agencies, to the amount of \$10,495.39; to effect which, sales of stock belonging to the fund had to be made in the months of June and December last, to the amount of \$6,444.51.

2. *As respects its income.*

The income during the last year amounted to \$3,421.23, being the interest which accrued on the stock belonging to the fund.

3. *As respects the pensions chargeable on the fund; and their kinds.*

The pensions which are chargeable are those granted under authority of the acts of Congress of the 13th of February and 2d of August, 1813, to persons disabled; and to the widows and orphans of persons slain or lost, in private armed vessels, under the several acts of Congress, approved 4th of March, 1814; 16th April, 1818; and 9th of April and 26th of May, 1824; no pensions having been granted under the 2d section of the act approved 23d May, 1828. The number of persons disabled, authorized to receive pensions, is eighty-six. Some of these, however, are probably dead, as they have not for years claimed payment of the pensions to which they are entitled. The pensions of invalids continue during disability, and are graduated according to the extent of the injury sustained; and the continuance and degree of disability have to be proved biennially. Of these 86 invalid pensioners,

Two are entitled to.....	\$20	per month each.
One is entitled to.....	15	per month.
Three are entitled to.....	12	per month each.
Two are entitled to.....	10	per month each.
Two are entitled to.....	9	per month each.
Four are entitled to.....	8	per month each.
Three are entitled to.....	7	per month each.
Twenty-five are entitled to.....	6	per month each.
Twelve are entitled to.....	5	per month each.
Eighteen are entitled to.....	4	per month each.
One is entitled to.....	3½	per month.
Eleven are entitled to.....	3	per month each.
Two are entitled to.....	2	per month each.

To satisfy all these claims the sum of \$6,054 per annum is requisite.

The widows and orphans to whom pensions have been granted, have, excepting in sixteen cases,

received the fifteen years' allowance as authorized by law, and the pensions have of course been discontinued. Of these sixteen cases, fourteen will expire on the 1st day of February next, one on the 4th day of March, and the last one on the 1st day of April. To satisfy the balance of pensions remaining due on these cases, the sum of \$162.80 will be sufficient.

4. *As respects the present condition of the fund.*

The last report from the Department, showing the condition of the fund, was made to the honorable committee of which you are chairman, on the 11th of February last. At that time the fund consisted of stock to the amount of \$63,272.50. In June last, to meet the semi-annual payment, falling due on the 1st of July, it became necessary to sell stock to the amount of \$3,712.87; and, in the last month, to provide for the payments due on the 1st instant, a further sale to the amount of \$2,731.70 became unavoidable. The stock of the fund was all redeemed on the 1st instant, and the fund is now reduced to the sum of \$53,115.06, which remains in the Treasury, unproductive, and it must continue so until an opportunity presents for its reinvestment, or such other disposition of it as shall be directed by Congress.

5. *As respects the future probability of the charges on the fund.*

It is difficult to estimate the future charges on the fund, or anticipate with precision the claims which may hereafter be presented. Applications for pensions are yet occasionally made; and within the last year or two a few individuals succeeded in establishing their claims. It is not probable, however, that many new cases will appear. It may be estimated, with much confidence, that \$5,000 per annum will be amply sufficient to discharge all claims against the fund.

I have given to the measure recommended in the report of the committee as much consideration as the urgent and multifarious duties of the Department permitted; and I concur with the committee in the belief that *sound policy*, as well as *humanity* to the widows of those gallant and patriotic men, slain or lost in the private armed vessels of the United States, justifies an appropriation in aid of the fund.

The scale proposed for the graduation of the pensions to invalids and widows reduces the allowance of the former about *one-third*, and of the latter more than *three-fifths*. Applying this principle to the amount allowed by existing laws to the invalids, about \$4,000 annually will be sufficient to liquidate their claims, and if extended to the widows, estimating that only 120 of the 161 to whom relief was granted under the acts of 1824 will apply for renewal, a sum less than \$5,000 annually will pay all their pensions.

The widows and orphans of 161 persons, pensioned under the acts of 9th of April and 26th of May, 1824, were paid conformably to the provisions of the said laws, in the following manner, viz:

10 at the rate of.....	\$20 per month each.
22 at the rate of.....	12 per month each.
36 at the rate of.....	10 per month each.
26 at the rate of.....	8 per month each.
67 at the rate of.....	6 per month each.

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To pay the above claims the sum of \$17,208 was annually required.

Were the pensions of the widows and orphans graduated by the scale proposed in the report of the committee, they would be paid as follows:

10 at the rate of.....	\$5 per month each.
22 at the rate of.....	4 per month each.
36 at the rate of.....	3½ per month each.
26 at the rate of.....	3 per month each.
67 at the rate of.....	2½ per month each.

161 as before, and requiring annually, for the payment of all, only the sum of \$6,114.

From a comparison of the preceding results, it appears that the sum of \$9,000 per annum may be estimated as sufficient to satisfy the pensions of the invalids and widows, if reduced as the report proposes.

If a reduction in the amount of allowance be unavoidable, or if an appropriation in aid of the fund shall not be obtained, I would urge on the consideration of the committee the propriety of permitting the widows to participate fully, with the maimed survivors, in the benefits to be realized from the residue of the fund.

But I would respectfully submit to the liberality of the Committee, whether the measure contemplated does not place the *pittance of relief* too low; and whether it would not be more in accordance with the generous feelings of the nation, and better calculated to promote its permanent interests, to make provision by law for a continuance of pensions to the few invalids and widows that remain, at the rate formerly allowed.

For the accomplishment of this desirable object, laudable in its nature, and much required by the necessities of the claimants, it is *earnestly recommended* to the Committee of Naval Affairs of the House of Representatives, to report a bill which shall, in the most suitable mode, provide the relief suggested.

Perhaps a simple and efficient process will be to authorize the issue of certificates of stock, bearing interest, for the balance of the privateer pension fund, \$53,115.06, and such additional sum as may be thought adequate and proper, and to empower the Secretary of the Navy to receive from the Treasury of the United States semi-annually, upon surrendering an equal value of the stock, such an amount of money as may, with the interest then due and available, be sufficient to satisfy the claims for pensions chargeable on the fund.

The privateer pension fund has, it is believed, never sustained loss by mismanagement; and by the adoption of the mode suggested, it will be effectually shielded from the inconvenience and evils resulting from injudicious investments; its resources will be certain, and adequate to the end proposed; no money

will at any time be unproductive, nor more be required than shall be indispensably necessary; and when the benevolent objects for which the fund was created and maintained shall have been fulfilled, it will revert to the Treasury and constitute a portion of the public wealth of the United States.

All which is respectfully submitted.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

JOHN BRANCH.

TREASURY DEPARTMENT, *January 26, 1830.*

Sir: In compliance with the request contained in your letter of the 20th instant, I have the honor to transmit a statement showing the amount of duties paid on prize goods brought into the United States by private armed vessels during the years 1814 and 1815. As the duties on prize goods were not distinguished from others previously to the year 1814, the statement cannot be rendered more complete.

It is believed that the amount of tonnage duty on vessels captured during the late war, by private armed vessels, cannot be ascertained at the Treasury, as they are not in all cases designated in the collectors' returns. For the same reason, the number and tonnage of the private armed vessels, during the same period, cannot be correctly stated. And, as it will require a very extensive examination, and considerable time, to make even an imperfect statement of these matters, I will thank you to signify the further wishes of the committee in respect to them.

The records of the Treasury Department do not exhibit the number of guns belonging to the private armed vessels of the United States, or their prizes, during the late war.

I have the honor to be, with great respect, your obedient servant,

S. D. INGHAM, *Secretary of the Treasury.*

HON. MICHAEL HOFFMAN, *Chairman Committee on Naval Affairs, House of Representatives of the U. S.*

DEPARTMENT OF STATE, *Washington, January 22, 1830.*

Michael Hoffman, Esq., chairman of the Committee on Naval Affairs, H. R.:

Sir: I have the honor to transmit to you, herewith, the copy of a letter from the Fifth Auditor of the Treasury, to whom I referred yours of the 20th instant, which will serve as the best answer that I can give to the inquiries which you proposed by that letter, in behalf of the committee, relative to the number of prisoners made by the private armed vessels of the United States during the late war with Great Britain; and to be,

With great respect, your obedient servant,

M. VAN BUREN.

DEPARTMENT OF STATE, *Fifth Auditor's Office, January 21, 1830.*

The Hon. Martin Van Buren, Secretary of State:

Sir: In answer to the letter of the Hon. Mr. Hoffman, chairman of the Naval Committee of the House of Representatives, of the 20th instant, which you referred to me, I have the honor to state that, from a record deposited in this office by the late commissary general, of the prisoners captured from the enemy during the late war with Great Britain, it appears that the whole number captured was 15,508.

Of which, the number on land was.....	5,765
On the lakes, by public armed vessels.....	1,485
At sea, by public armed vessels.....	2,905
By private armed vessels.....	4,842
Uncertain.....	511
	15,508

The record does not furnish the means of ascertaining the number captured in each year, nor the different grades or rank of the prisoners so captured.

The letter of Mr. Hoffman is herewith returned.

I am, sir, very respectfully, your most obedient servant,

S. PLEASANTON.

21ST CONGRESS.]

No. 412.

[1ST SESSION.]

ANNUAL REPORT ON THE NAVY PENSION FUND FOR 1829.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 15, 1830.

NAVY DEPARTMENT, *February 13, 1830.*

Sir: In conformity to the provisions of the act of 23d of April, 1800, we have the honor, herewith, to lay before Congress the annual report of the navy pension fund.

We have the honor to be, very respectfully, &c.,

JNO. BRANCH,
J. H. EATON,
S. D. INGHAM,
Commissioners of the N. P. Fund.

The honorable the SPEAKER of the House of Representatives of the United States.

The commissioners of the navy pension fund respectfully make the following report on the concerns thereof:

The list of pensions, herewith presented, furnishes the information usually afforded by the annual report; such as the names of the pensioners, their rank, places where disabled, and the amount of pensions granted to them. (See A.)

In addition to this, there is now given much minutiae of information, in relation to pensions granted to widows and orphans, not found on the records, but which has been collected by laborious examination into the original papers on file deposited in the office; and thereby are furnished many of the facts called for by the resolutions of the House of Representatives, of the 30th January, 3d February, and 11th February, 1829, and subsequently by the Committee of the House of Representatives on Naval Affairs, as appears by the correspondence with the late Secretary of the Navy, copies of which are herewith annexed, marked B.

There has been some delay in furnishing these documents, from a desire to make the report as full as the data in the office would permit, and with all practicable accuracy in its details.

It is very possible that some errors may have found a place in statements derived from such various sources, often presenting contradictory information, and especially in that portion of the report which attempts to designate the acts of Congress under which any particular pension may have been granted. The pension rolls afford no information on the subject, nor do the correspondence or documents filed in the office give much aid. The course which has been pursued, in the general statement herewith transmitted, is, to assign the grant or renewal of the pension to that act of Congress which seemed to authorize the same, and, where this was doubtful, to leave the column blank, or to mark it as unknown.

It is not doubted that a number of the persons named in this list have died since the date of the last renewals of their pensions. The obscurity in which these persons spend their lives makes it very difficult to obtain any information in relation to them; and it is from their silence (considering their generally necessitous condition) that the above inference is drawn. Their names, however, remain on the pension rolls, and serve to swell the size of the volume which records the benevolent intentions of the government towards them.

It is proposed (if no other course is directed) to commence regular inquiries as to the fact of the death of those pensioners who have made no application for the payment of their pension during the last — years, with a view to the correction of the list now annually reported to Congress.

It will appear from an examination of the list of pensioners, that there have been granted, within the year 1829, to decrepid and disabled officers, seamen and marines, twenty original pensions, amounting annually to \$1,484; and to the widows and orphans of officers killed, or who otherwise died in the naval service of the United States, two original pensions.

Of these, one was granted to the widow of Lieut. Samuel M. Breckenridge, killed, while in the line of his duty, by the explosion of the *Fulton*, at the Navy yard, at New York; and the other to the representatives of Lieut. S. P. Macomber, who was lost in the transport *Quaker*, 6th March, 1820.

The first of these was granted under the provisions of the act of Congress of 20th January, 1813, and the second under the act of the 3d March, 1817, the right to which had been reserved by the proviso of the 2d section of the act of 22d January, 1824, which repealed the act of the 3d March, 1817. This case, however, being one of those for which the law had not provided for the renewal, the pension expired at the end of the first term of five years, for which it had been granted.

It will be seen, by an inspection of the list of widow and orphan pensioners, in the column marked "time to which paid," that many of these have not been paid their pensions for several years past. The presumption is, that, of the first, many have either intermarried, or are not living; and, of the orphan children, most are believed to have attained the age of 16 years, after which the law has been interpreted to exclude them from any further participation in the benefits of the fund.

Accompanying this, marked C, is a statement of the financial concerns of the fund with reference to the transactions of the year 1829, to which is prefixed a general statement of the receipts and disbursements of the fund from the year 1814 to the 1st January, 1829.

These statements furnish in detail the amount of the stocks belonging to the fund, their product or annual income, and the sums derived from all other sources; the sums disbursed for payments of pensions, and for all other purposes, and the balance in the hands of the Treasurer of the United States, to the credit of the fund, on the 31st December, 1829.

To this has been added lists of pensions granted under different acts of Congress for several successive years, showing the sum paid to each individual in each year, (No. 2.)

These documents, it is believed, give a fair view of the operation of the act of the 3d March, 1817, upon the income of the fund: the statement for the year 1825, from which it commences, shows the maximum amount paid by the fund for the pensions accruing under that act; from which period, the demands on the fund from that act have been gradually diminishing, in consequence of the operation of the 2d section of the act of the 22d January, 1824."

It will be seen, also, from the list of pensions paid to widows and orphans, under the acts of 1813 and 1814, for five successive years, from 1825 to 1829 inclusive, that the number of claims under these laws are annually diminishing, and that they will in a few years cease to be an important charge upon the fund.

There are also herewith transmitted copies from the books of the Treasurer, and from the books of the Register of the Treasury, showing the state of the navy pension fund for the year 1829. These papers, marked 3 and 4, in addition to those above referred to, it is believed, furnish all the information in relation to the fiscal concerns of the navy pension fund, necessary to exhibit its actual state and condition on the 31st December, 1829.

All which is respectfully submitted. By order of the commissioners of the navy pension fund.

RICHARD H. BRADFORD, *Secretary Navy Pension Fund.*

NAVY DEPARTMENT, February 13, 1830.

A.

A list of pensioners, and amount of pensions accrued, for the year 1829.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
Uriah Hansonb.	Seaman.	.....	.....	\$72 00	April 25, 1800	July 15, 1828	Portland, Maine.
James Hatch.	do	.....	.....	108 00	do	.....	do
Wm. Spalling.	Ordinary seaman.	On board General Greene.	January 1, 1823.	72 00	do	.....	do
Samuel Drinkwater	Pilot	Enterprise.	do	240 00	do	January, 1828.	do
James Clark.	Gunner	Adams.	April 25, 1814.	120 00	do	May 10, 1826.	do
Lemuel Bryant.	Seaman.	.....	.....	96 00	do	.....	do
George Arbuckle	do	Constellation	June 7, 1799.	40 00	do	January 5, 1827.	Boston, Mass.
Zephia Allen.	Marine	Schooner Herald	November 1, 1819.	48 00	do	April 9, 1826.	do
Isaac Allister.	Seaman.	Schooner Argus	July 1, 1819.	35 00	do	.....	do
John Allison	.....	Schooner Columbus	November 15, 1829.	.....	do	July 29, 1828.	do
Colten Brown.	Cook	Frigate Chesapeake	August 22, 1809.	108 00	do	.....	do
Joseph Barrett	Quartermaster.	Frigate United States.	April 17, 1813.	108 00	do	January 1, 1829.	do
John Bennett	Seaman	General Pike	December 14, 1814.	72 00	do	.....	do
Lemuel Bryant	Ordinary seaman	Lake Ontario	August 1, 1814.	do	do	.....	do
John Badl.	Boatswain	Enterprise	July 24, 1815.	108 00	do	.....	do
Nathaniel Barker.	Seaman.	Alligator	April 5, 1815.	72 00	do	.....	do
Jacob Ball.	Ordinary seaman	Macedonian.	July 29, 1821.	60 00	do	.....	do
James Blake	do	Columbus	July 26, 1822.	60 00	do	September 7, 1826.	do
Robert Berry	Seaman.	Navy yard, Portsmouth, N. H.	June 22, 1829.	72 00	do	.....	do
John Clements	do	Constitution	March 18, 1813.	72 00	do	.....	do
Russel Coats	Quartermaster.	Enterprise.	December 1, 1813.	60 00	do	.....	do
Samuel Cotten	Marine	President.	November 5, 1813.	35 00	do	.....	do
James Clarke.	Gunner	Adams	April 25, 1814.	do	do	.....	do
John Caldwell.	Seaman.	Chesapeake	April 23, 1814.	72 00	do	.....	do
John Chamberlain	Boatswain	Gun boat No. 160	March 29, 1815.	96 00	do	.....	do
Robert Cathcart.	Seaman.	Macedonian.	September 26, 1816.	72 00	do	July 15, 1828.	do
George Carson, alias Cassin.	Quartermaster.	Lake Champlain	February 16, 1815.	60 00	do	.....	do
Dennis Cary.	Ordinary seaman	Boston	January 1, 1819.	84 00	do	February 15, 1826.	do
Richard Dunn	Seaman.	Constitution	August 19, 1812.	.....	do	.....	do
John Davidson	Lieutenant.	Herald	March 1, 1802.	240 00	do	.....	do
Wheatly Dyer.	Ordinary seaman.	Portsmouth, N. H.	March 10, 1815.	60 00	do	.....	do
Samuel Dean.	Seaman.	Erie	January 25, 1820.	72 00	do	.....	do
Samuel Drinkwater	Pilot	Eoloprise.	January 1, 1825.	240 00	do	.....	do
Asa Ewell	Ordinary seaman.	Chesapeake flotilla	February 9, 1816.	60 00	do	.....	do
Ebenezer Evans	Seaman.	Chesapeake flotilla	March 2, 1815.	72 00	do	.....	do
William Eyles	do	Columbus	August 1, 1821.	72 00	do	February 12, 1824.	do
Thomas Edwards	Quartermaster.	Brig Firefly	January 1, 1823.	72 00	do	.....	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
Jesse Elam.....	Seaman.....	.....	.....	\$36 00	April 23, 1800.....	.....	Boston, Mass.
Jonathan Fellows.....	Boatswain's yeoman.....	Ship Hornet.....	August 28, 1815.....	168 00	do	.....	do
Samuel H. Green.....	Quartermaster.....	Frigate Constitution.....	January 1, 1819.....	108 00	do	February 15, 1826.....	do
John Deyer.....	Seaman.....	Dartmouth massacre.....	April 6, 1815.....	72 00	do	.....	do
Uriah Hanson.....	Ordinary seaman.....	Portsmouth.....	October 16, 1799.....	72 00	do	.....	do
James Hatch.....	Quartermaster.....	General Pike.....	July 1, 1814.....	108 00	do	.....	do
Peter Foster.....	Seaman.....	Columbus.....	October 18, 1820.....	72 00	do	June 20, 1826.....	do
John Hamilton.....	do.....	United States.....	May 1, 1827.....	72 00	do	.....	do
William Ingersoll.....	Boatswain.....	Schooner Independence.....	June 3, 1821.....	144 00	do	July 16, 1828.....	do
Andrew Irwin.....	Seaman.....	Porpoise.....	July 1, 1828.....	72 00	do	.....	do
Thomas Howse.....	Quartermaster.....	Chesapeake.....	October 11, 1813.....	108 00	do	.....	do
Henry McDonough.....	Seaman.....	Guerrero.....	March 24, 1816.....	72 00	do	.....	do
Andrew McCollum.....	Marine.....	Head-quarters.....	April 1, 1817.....	96 00	do	.....	do
Thomas Melburn.....	Seaman.....	Essex.....	July 29, 1814.....	72 00	do	.....	do
John Mitchell.....	do.....	Essex.....	July 25, 1818.....	120 00	do	.....	do
James Merrill.....	Ordinary seaman.....	Schooner Adams.....	October 23, 1819.....	60 00	do	.....	do
Enoch M. Miley.....	Quartermaster.....	Frigate Essex.....	April 1, 1823.....	96 00	do	June 20, 1827.....	do
Peter McMahon.....	Ordinary seaman.....	Frigate Constitution.....	November 2, 1807.....	54 00	do	September 11, 1827.....	do
John McCracken.....	Boatswain's mate.....	Peacock.....	January 1, 1820.....	144 00	do	.....	do
John Nogle, alias Vogel.....	Ordinary seaman.....	Frigate Constitution.....	September 3, 1813.....	48 00	do	November 9, 1826.....	do
William Nicholls.....	do.....	Essex.....	July 29, 1814.....	60 00	do	.....	do
Isaac Onans.....	Seaman.....	Sloop Argus.....	June 26, 1821.....	72 00	do	.....	do
John Peterson.....	Ordinary seaman.....	Chesapeake.....	September 10, 1813.....	60 00	do	.....	do
Robert Poulton.....	do.....	Constitution.....	December 11, 1814.....	60 00	do	.....	do
Michael Quigly.....	do.....	Navy yard, Charlestown.....	March 11, 1825.....	60 00	do	.....	do
Nathaniel Rolfe.....	Seaman.....	Frigate United States.....	December 14, 1813.....	72 00	do	September 17, 1826.....	do
David Quill.....	Quartermaster.....	Constitution.....	February 20, 1820.....	60 00	do	.....	do
John Shapely.....	Cook.....	Schooner Boston.....	June 11, 1801.....	108 00	do	.....	do
Patrick Stanton.....	Ordinary seaman.....	Constitution.....	January 1, 1811.....	72 00	do	June 20, 1826.....	do
William Stewart.....	Seaman.....	Chesapeake.....	September 10, 1813.....	48 00	do	.....	do
Samuel Sawyer.....	do.....	Schooner Tienderga.....	February 16, 1815.....	72 00	do	June 21, 1827.....	do
Benjamin Stevens.....	Master's mate.....	Gun boat No. 109.....	June 27, 1814.....	120 00	do	December 23, 1825.....	do
Robert Sanders.....	Seaman.....	Dartmouth massacre.....	April 6, 1815.....	72 00	do	.....	do
John Shaw.....	do.....	United States.....	May 1, 1817.....	72 00	do	.....	do
John Smith.....	Quartermaster.....	Frigate Guerriere.....	October 1, 1817.....	72 00	do	.....	do
Benjamin D. Spadhawk.....	Boatswain's mate.....	President, Commodore Rodgers.....	April 2, 1829.....	108 00	do	.....	do
Silas Taft.....	Marine.....	President.....	January 1, 1806.....	36 00	do	.....	do
William Thompson.....	Boatswain's mate.....	Schooner Wasp.....	January 1, 1816.....	114 00	do	July 14, 1824.....	do
James Turnbull.....	Ordinary seaman.....	Dartmouth massacre.....	April 6, 1815.....	60 00	do	.....	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829—Continued.

Names of pensioners.		Rank.	Where disabled.		Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
Seth Townshend	Seaman	Washington	April	17, 1817	\$72 00	April 23, 1800	do	do	Boston, Mass.
Samuel Tucker	Captain R. war.	By act of Congress, 3d March, 1821	January	1, 1818	240 00	do	do	do	do
Owen Taylor	Seaman	Constitution	January	1, 1821	72 00	do	do	July 15, 1828	do
Samuel E. Tyler	do	Frigate United States	March	1, 1824	48 00	do	do	do	do
Charles F. Waldo	Master's mate	Constitution	March	18, 1813	120 00	do	do	do	do
Peter Woodbury	Quartermaster	do	do	do	108 00	do	do	February 17, 1826	do
William Wood	Seaman	Essex	July	29, 1814	72 00	do	do	do	do
William Welsh	do	Frigate United States	August	28, 1813	60 00	do	do	do	do
Michael Welch	Ordinary seaman	Boston	February	1, 1824	60 00	do	do	do	do
Samuel Abbott	Seaman	Frigate Congress	March	15, 1815	do	do	do	do	Portsmouth, N. H.
Edward Banks	do	Dartmouth prison	July	1, 1819	72 00	do	do	July 15, 1828	do
Richard Dunn	do	Constitution, I. Hull	January	1, 1829	72 00	do	do	do	do
Robert Berry	do	Navy yard, Portsmouth, N. H.	June	22, 1829	72 00	do	do	do	do
Robert Forsyth	Marine	Schooner Portsmouth	May	18, 1799	36 00	do	do	January 5, 1826	do
John Grant	Seaman	Chesapeake	June	29, 1815	72 00	do	do	December 24, 1825	do
John Houlkins	Carpenter's mate	Schooner Madison	July	1, 1814	84 00	do	do	do	do
John Lloyd	Marine	Navy yard, Charlestown, Mass.	June	8, 1819	36 00	do	do	June 23, 1826	do
John Mathewy	Boatswain	Congress	July	4, 1800	120 00	do	do	December 24, 1825	do
Samuel Osborne, Jr.	Seaman	Navy yard, Portsmouth	July	1, 1829	72 00	do	do	do	do
John Veazy	Quartermaster	Chesapeake	December	16, 1814	54 00	do	do	March 18, 1824	do
Samuel Bosworth	Seaman	Constitution	July	3, 1823	72 00	do	do	February 17, 1826	Newport, R. I.
Isaac Bassett	Ordinary seaman	Newport station	January	29, 1816	60 00	do	do	do	do
George Cornell	Carpenter's mate	Ship Lawrence, Lake Erie	December	1, 1826	168 00	do	do	June 6, 1829	do
Andrew Mattison	Seaman	Lawrence, Lake Erie	May	23, 1814	60 00	do	do	January 13, 1828	do
John Hesse	do	Constellation	August	15, 1800	103 00	do	do	do	do
William Payne	Ordinary seaman	Independence	September	9, 1814	60 00	do	do	do	do
Isaac Stearns	Marine	Frigate New York	September	30, 1802	36 00	do	do	do	do
Reuben Wright	Carpenter's mate	Lake Erie	May	29, 1815	96 00	do	do	July 15, 1828	do
Schuyler Bradley	Seaman	Schooner Enterprise	April	4, 1814	72 00	do	do	December 22, 1825	Hartford, Conn.
Nathaniel Chapman	Quartermaster	Schooner Tigress	January	16, 1815	90 00	do	do	July 16, 1828	do
Edward Field	Surgeon's mate	Schooner Congress	July	1, 1801	120 00	do	do	January 4, 1830	do
William Lewis	Marine	Schooner Chesapeake	December	15, 1813	36 00	do	do	March 9, 1827	do
Richard Lee	Quartermaster	Lake Champlain	July	1, 1820	72 00	do	do	June 8, 1829	do
William Smith, 6th	Seaman	Franklin 74	July	25, 1818	96 00	do	do	do	do
John Williams	do	Hornet	July	1, 1818	72 00	do	do	September 11, 1827	do
George Albo	Quartermaster	Hornet	March	3, 1819	72 00	do	do	do	New York.
Bernard Allen	Seaman	Brig Jones	October	9, 1816	60 00	do	do	do	do
Jacob Abrecht	do	President	August	4, 1814	72 00	do	do	do	do
Samuel Angus	Late captain	Land action	June	2, 1824	600 00	do	do	July 15, 1828	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829.—Continued.

Names of Pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
Robert Andrews	Quartermaster.	Frigate Guerriere	August 31, 1829	\$54 00	April 23, 1800.	.....	New York.
John Archer	Seaman	Sloop-of-war Peacock.	July 1, 1829.	72 00	do	.....	do
John Bernard	Marine	(For his long and faithful services)	January 1, 1829.	36 60	do	.....	do
John Baptiste	Boy	Constellation.	February 13, 1800.	36 00	do	.....	do
Dominick Burnes	Marine	Gunboat No. 38.	May 11, 1809.	36 00	do	.....	do
Peter Bernard	Ordinary seaman.	Enterprise.	December 1, 1813.	48 00	do	.....	do
John Brennan	Seaman	Flotilla, New York.	July 18, 1814.	72 00	do	Septemb'r 22, 1825.	do
Wm. Barney	do	Peacock.	May 26, 1814.	72 00	do	.....	do
Edmond Brett	Marine	John Adams.	June 12, 1815.	36 00	do	December 31, 1825.	do
John Butler	Seaman	Congress	October 9, 1816.	72 00	do	.....	do
John Brannon	do	Stratoga, L. C.	June 28, 1815.	60 00	do	August 14, 1827.	do
Samuel Butler	Quartermaster.	Hornet	August 28, 1813.	96 00	do	February 13, 1826.	do
John Blair	Seaman	John Adams.	June 22, 1828.	60 00	do	June 30, 1826.	do
Adam Brown	do	Brig Spark	February 26, 1820.	72 00	do	.....	do
Jacob Becker	Ordinary seaman.	Guerriere.	May 4, 1820.	60 00	do	December 31, 1825.	do
James Brown	Boatswain's mate.	Constellation.	June 6, 1820.	120 00	do	December 31, 1825.	do
George Burton	Quartermaster	Gunboat No. 119.	July 1, 1817.	54 00	do	.....	do
John Brown	Seaman	Schooner Dolphin	July 1, 1829.	72 00	do	.....	do
John Carberry	Cooper.	Wasp	December 9, 1807.	54 00	do	.....	do
Charles Clay	Seaman	Constellation	September 1, 1810	72 00	do	.....	do
Christian Clarke	do	United States.	May 4, 1813.	72 00	do	.....	do
Samuel Colston.	do	Hornet	September 6, 1813.	56 00	do	December 31, 1825.	do
William Cain.	do	Enterprise	August 24, 1814.	72 00	do	January 13, 1825.	do
John Collins	do	United States.	February 9, 1813.	72 00	do	February 13, 1828.	do
Zachariah Conklin.	Ordinary seaman	Brig Eagle	February 16, 1815.	73 00	do	February 12, 1824.	do
Benjamin Campbell	S. Marine.	Hornet	August 28, 1815.	60 00	do	February 17, 1826.	do
John Campbell.	Boatswain	Lake Ontario	August 1, 1814.	96 00	do	.....	do
Thomas Crawford	Seaman	Schooner Firebrand.	April 1, 1820.	60 00	do	.....	do
Shubert Cunningham	do	Essex frigate	July 29, 1814.	48 00	do	.....	do
Francis Cunningham	Ordinary seaman.	Frigate Chesapeake.	July 1, 1821.	90 00	do	.....	do
Joseph Cotter	Boatswain's mate.	Sackett's Harbor.	November 5, 1822.	108 00	do	December 22, 1825.	do
David Christie	Marine	Lake Erie	July 1, 1823.	.....	do	.....	do
John Cole	Ordinary seaman.	Sackett's Harbor	July 1, 1829.	60 00	do	.....	do
Jacob Dome	Seaman	Frigate President	July 1, 1802.	102 00	do	January 5, 1828.	do
Wm. B. Downes	do	Schooner Saratoga.	December 8, 1814.	60 00	do	December 24, 1823.	do
John Dennis	do	United States	April 25, 1813.	60 00	do	.....	do
Thomas Bailey	Quartermaster	Hornet	January 18, 1817.	96 00	do	January 18, 1817.	do
James Davis	Quartermaster.	Ontario	March 18, 1817.	108 00	do	.....	do
William Davis.	Seaman	At the Lakes	February 18, 1813.	72 00	do	.....	do

A.—A list of pensioners, and amount of pensions awarded, for the year 1829.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
John Inon.....	Marine	John Adams	May 31, 1819.....	\$36 00	April 23, 1800.....	January 7, 1824.....	New York.
Samuel Dean.....	Seaman	Boop Erie.....	January 25, 1820.....	72 00	do	December 24, 1823.....	do
Thomas Donahoe.....	do	Quarters.....	September 15, 1819.....	72 00	do	do	do
John Daniels.....	Quartersmaster	Boop Niagara.....	March 22, 1822.....	102 00	do	December 24, 1823.....	do
John Drake.....	Seaman	Proving powder for the navy.....	December 1, 1821.....	72 00	do	do	do
Thomas Edwards.....	Quartersmaster	Firefly.....	April 25, 1813.....	do	do	do	do
John Egan.....	Quartersmaster	Quartersmaster.....	do	do	do	do	do
Jacob Estman.....	Cook	Cooper.....	August 1, 1822.....	102 00	do	do	do
Wm. Farnham.....	Ordinary seaman	Sea Tole.....	May 26, 1801.....	54 00	do	do	do
John Francis.....	Marine	United States.....	September 16, 1812.....	36 00	do	do	do
John Ford.....	Seaman	At Black Rock.....	April 1, 1813.....	60 00	do	do	do
John Fox.....	Seaman	Essex.....	September 1, 1814.....	do	do	do	do
Cath. Fox.....	Seaman	Essex.....	do	do	do	do	do
John Fuller.....	Landman	Cyan.....	August 1, 1827.....	48 00	do	do	do
Wm. Farrell.....	Seaman	John, Mediterranean.....	July 1, 1829.....	72 00	do	do	do
John Galloway.....	do	Quartermaster No. 41.....	October 26, 1813.....	60 00	do	do	do
Leonard Green.....	Quartersmaster	Essex.....	March 19, 1816.....	102 00	do	December 24, 1823.....	do
Peter Green.....	Seaman	Irish Flapjack.....	August 2, 1817.....	60 00	do	do	do
Thomas Green.....	Ordinary seaman	President.....	Jan. 1, 1822.....	30 00	do	Jan. 24, 1826.....	do
James Grady.....	do	Indiana.....	July 1, 1829.....	36 00	do	July 16, 1824.....	do
James Hall.....	do	Laboe Erie.....	Dec. 26, 1815.....	60 00	do	do	do
William Halls.....	do	Boop Havana.....	Jan. 15, 1819.....	72 00	do	March 26, 1824.....	do
Edw. Hinchey.....	Marine	Quartersmaster.....	May 16, 1802.....	25 00	do	do	do
Wm. Hincheybrook.....	Seaman	Johnson, Niagara.....	Feb. 18, 1814.....	72 00	do	do	do
Stephen Hinchey.....	do	President.....	Sept. 27, 1816.....	72 00	do	do	do
Daniel Hinchey.....	Ordinary seaman	John Adams.....	Jan. 27, 1819.....	40 00	do	do	do
George Hutton.....	Quartersmaster	Quartersmaster.....	June 17, 1816.....	95 00	do	do	do
John Hyatt.....	Seaman	Quartersmaster.....	March 15, 1813.....	72 00	do	Feb. 15, 1826.....	do
John Hutton.....	do	Quartersmaster.....	August 15, 1807.....	72 00	do	do	do
James Jackson.....	do	Quartersmaster.....	March 13, 1816.....	60 00	do	Dec. 24, 1823.....	do
John Jackson.....	do	Essex.....	July 25, 1814.....	72 00	do	do	do
Thomas Jackson, 2d.....	Quartersmaster	Vigilante, Chesapeake.....	July 26, 1816.....	102 00	do	Nov. 24, 1823.....	do
Thomas Kelly.....	Seaman	President.....	April 25, 1813.....	48 00	do	July 16, 1824.....	do
John Kelly.....	Quartersmaster	Quartersmaster.....	July 1, 1827.....	48 00	do	do	do
James A. Lewis.....	Quartersmaster	James A. Lewis.....	April 23, 1814.....	102 00	do	Dec. 24, 1823.....	do
John Long.....	Seaman	Essex.....	July 26, 1814.....	60 00	do	Dec. 24, 1823.....	do
James Lonsdale.....	do	Enterprise.....	April 5, 1813.....	36 00	do	Dec. 24, 1823.....	do
Timothy Lonsdale.....	Cook	Quartermaster No. 110, Charleston station.....	March 25, 1816.....	96 00	do	do	do
James M. Lonsdale.....	Ordinary seaman	Quarters.....	March 6, 1820.....	60 00	do	do	do
John M. Lonsdale.....	Boatman & mab.....	Pennock.....	Jan. 1, 1820.....	do	do	Nov. 9, 1826.....	do
Roger M. Lonsdale.....	Marine	Competition.....	April 27, 1812.....	36 00	do	do	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1820—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
John Mohr.....	Seaman.....	Frigate United States.....	March 9, 1813.....	\$72 00	April 23, 1800.....	.....	New York.
John M'Carthy.....	P. steward.....	Gunboat No. 106.....	May 1, 1815.....	60 00	do.....	Jan. 21, 1823.....	do
John Melville.....	Seaman.....	President.....	August 21, 1815.....	60 00	do.....	do.....	do
William Moran.....	do.....	Guerriere.....	Dec. 5, 1815.....	72 00	do.....	August 6, 1825.....	do
James M'Kernan.....	do.....	do.....	Nov. 22, 1815.....	72 00	do.....	Nov. 22, 1825.....	do
Emory Males.....	Ordinary seaman.....	Essex.....	Jan. 1, 1816.....	60 00	do.....	.....	do
Samuel M'Isaacs.....	Boy.....	do.....	July 30, 1814.....	60 00	do.....	.....	do
James Moses.....	P. steward.....	Schooner Lawrence, Erie.....	April 23, 1816.....	108 00	do.....	.....	do
Thomas Miller.....	Seaman.....	Sackett's Harbor.....	Sept. 3, 1817.....	60 00	do.....	.....	do
Enos Marks.....	Ordinary seaman.....	Lake Champlain.....	Feb. 16, 1815.....	60 00	do.....	.....	do
Jere M' Mahon.....	do.....	Brig Firefly.....	June 28, 1815.....	60 00	do.....	.....	do
Colin M'Leod.....	Boatswain.....	Brig Argus.....	Dec. 1, 1815.....	120 00	do.....	.....	do
Matthew M'Kenzie.....	Seaman.....	Hornet.....	Dec. 10, 1819.....	72 00	do.....	.....	do
Patrick M'Laughlin.....	Ordinary seaman.....	Gunboat No. 42.....	Nov. 1, 1815.....	84 00	do.....	.....	do
Charles Moore.....	Seaman.....	Constellation.....	August 5, 1822.....	72 00	do.....	Jan. 21, 1828.....	do
Antonio Marin.....	do.....	Schooner Carolina.....	June 7, 1815.....	72 00	do.....	.....	City of New York.
Joseph Marks.....	do.....	Frigate United States.....	May 1, 1827.....	72 00	do.....	.....	do
Giles Manchester.....	Ordinary seaman.....	do.....	.....	60 00	do.....	.....	do
John Mitchell.....	Seaman.....	Constitution.....	Nov. 12, 1824.....	72 00	do.....	.....	do
John Myers.....	do.....	Vincennes, Wm. B. Finch.....	Nov. 1, 1828.....	72 00	do.....	.....	do
William Nebert.....	do.....	President.....	April 18, 1815.....	48 00	do.....	Jan. 26, 1828.....	do
Benjamin Newton.....	do.....	Washington.....	June 18, 1817.....	.....	do.....	Dec. 24, 1825.....	do
James Pickerson.....	do.....	President.....	Feb. 1, 1820.....	72 00	do.....	.....	do
Thomas Oliver.....	do.....	Essex.....	July 29, 1814.....	72 00	do.....	.....	do
John Otterell.....	Carpenter's mate.....	Lake Champlain.....	Feb. 16, 1814.....	60 00	do.....	Dec. 24, 1825.....	do
Cornelius O'Neal.....	Seaman.....	Peacock.....	August 4, 1813.....	72 00	do.....	March 14, 1828.....	do
William Parker.....	do.....	Schooner Governor Tompkins.....	Nov. 22, 1815.....	48 00	do.....	.....	do
George Pierce.....	do.....	Guerriere.....	May 24, 1816.....	72 00	do.....	.....	do
John Peterson.....	do.....	Schooner Madison.....	Jan. 1, 1820.....	60 00	do.....	Dec. 24, 1825.....	do
James Payton, dead.....	Ordinary seaman.....	United States.....	Sept. 30, 1821.....	54 00	do.....	March 2, 1828.....	In. of death just received.
Benjamin B. Parker.....	Seaman.....	Schooner Columbus.....	April 4, 1825.....	84 00	do.....	Dec. 13, 1827.....	City of New York.
Stephen Phifer.....	Ordinary seaman.....	Sackett's Harbor.....	July 1, 1826.....	36 00	do.....	.....	do
John Powers.....	Marine.....	Franklin 74.....	Nov. 6, 1828.....	60 00	do.....	.....	do
John Finer.....	Ordinary seaman.....	Macedonian, J. Biddle.....	July 1, 1829.....	72 00	do.....	.....	do
Daniel Peck.....	Seaman.....	Java, Mediterranean.....	April 16, 1813.....	72 00	do.....	.....	do
John Robinson.....	do.....	United States.....	April 25, 1815.....	96 00	do.....	.....	do
William Rodgers.....	Quartergunner.....	President.....	May 1, 1815.....	60 00	do.....	.....	do
John Reagan.....	Marine.....	do.....	.....	60 00	do.....	.....	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
Thomas Reed.....	Seaman.....	Peaceck.....	Nov. 10, 1815.....	\$50 00	April 23, 1800.....	.....	City of New York.
Edward Rosefield.....	Ordinary seaman.....	Lake Champlain.....	March 29, 1815.....	48 00	do	.....	do
Rosamte Rhoads.....	Seaman.....	Guerriere.....	Dec. 5, 1815.....	72 00	do	March 7, 1826.....	do
James Rogers.....	Sailingmaster.....	President.....	July 27, 1815.....	180 00	do	.....	do
John Rader.....	Quartermaster.....	Schooner Ontario.....	July 1, 1822.....	72 00	do	.....	do
Edward Ross.....	Boy.....	Constitution, D. T. Patterson.....	Jan. 1, 1827.....	36 00	do	.....	do
John Smith.....	Seaman.....	Gunboat No. 163.....	July 1, 1822.....	72 00	do	Nov. 19, 1829.....	do
John Serfer.....	do	Hornet.....	April 10, 1811.....	60 00	do	Dec. 31, 1825.....	do
George Stanley.....	P. steward.....	Lake Erie.....	May 20, 1814.....	72 00	do	April 9, 1826.....	do
John Schreuler.....	Seaman.....	Lawrence, Erie.....	June 20, 1814.....	72 00	do	.....	do
John Snifen.....	Carpenter's mate.....	Argus.....	January 8, 1815.....	72 00	do	May 7, 1824.....	do
William Spratt.....	Ordinary seaman.....	Schooner Saratoga.....	February 16, 1815.....	48 00	do	May 7, 1824.....	do
Daniel Smith.....	Seaman.....	Schooner Superior, Lake Ontario.....	July 6, 1815.....	60 00	do	.....	do
John Stoue.....	do	Essex.....	July 13, 1814.....	72 00	do	.....	do
Purnell Smith.....	do	Schooner Saratoga.....	February 16, 1815.....	48 00	do	.....	do
John Smith, 3d.....	Ordinary seaman.....	Brandywine.....	June 1, 1825.....	60 00	do	.....	do
William Smart.....	do	United States.....	June 1, 1827.....	60 00	do	.....	do
Wm. Slam, grandchild of Wm. Cumming.....	.....	do	do	72 00	do	.....	do
Peter Tinkum.....	Seaman.....	Brig Argus.....	March 9, 1813.....	48 00	do	February 25, 1824.....	do
Henry Townsend.....	Ordinary seaman.....	Lake Champlain.....	December 18, 1814.....	60 00	do	.....	do
Geo. Thomas (black).....	Seaman.....	Washington.....	August 3, 1818.....	72 00	do	.....	do
John S. L. Tourlier.....	Quartermaster.....	Essex.....	March 15, 1815.....	96 00	do	April 9, 1826.....	do
Isaac Vallance.....	.....	Sloop Warren, Lieutenant Hearnay.....	December 29, 1828.....	240 00	do	.....	do
Cor. Vanelef, grand heirs H. Bowne.....	Marine.....	John Adams.....	February 5, 1806.....	60 00	do	.....	do
William Vaille.....	Ordinary seaman.....	Congress.....	March 19, 1812.....	72 00	do	.....	do
James Williams.....	Seaman.....	Gun boat No. 121.....	March 4, 1815.....	48 00	do	.....	do
William Wells.....	do	Lake Erie.....	February 7, 1815.....	48 00	do	.....	do
James Wilson.....	Ordinary seaman.....	Schooner President.....	February 29, 1812.....	48 00	do	September 11, 1827.....	do
Charles Williams.....	Seaman.....	Spark.....	December 4, 1815.....	48 00	do	January 10, 1824.....	do
Solomon White.....	do	Hornet.....	January 1, 1818.....	72 00	do	.....	do
Charles Williams.....	Quartermaster.....	Gun boat No. 165.....	November 1, 1818.....	96 00	do	.....	do
John Wright.....	Seaman.....	Schooner Franklin.....	February 26, 1820.....	144 00	do	December 24, 1825.....	do
James Warner.....	Quartermaster.....	Schooner Spark.....	April 5, 1822.....	48 00	do	.....	do
Thomas Welsh.....	Seaman.....	Schooner Franklin.....	May 1, 1822.....	60 00	do	January 25, 1829.....	do
John Webb.....	Ordinary seaman.....	Schooner United States.....	May 31, 1824.....	60 00	do	June 12, 1829.....	do
John Waters.....	do	Schooner Erie.....	January 1, 1827.....	72 00	do	.....	do
Thomas Woolfort.....	Seaman.....	.....	.....	.....	.....	.....	.....

A.—A list of pensioners, and amount of pensions accrued, for the year 1829—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
John Wolfrom.....	Quaterunner.....	Schooner John Adams.....	April 6, 1825.....	.....	April 23, 1800.....	.....	City of New York.
Peter Dunley.....	Marine.....	Head-quarters.....	April 10, 1817.....	\$60 00	do	.....	Trenton, N. J.
James Harley.....	Seaman.....	Frigate United States.....	August 11, 1815.....	60 00	do	June 17, 1827.....	do
William Robinson.....	Marine.....	Barnicks.....	June 5, 1807.....	72 00	do	June 21, 1827.....	do
Alexander Adams.....	Ordinary seaman.....	Essex.....	October 26, 1812.....	36 00	do	April 23, 1800.....	Philadelphia, Pa.
George Alexander.....	Quaterunner.....	President.....	July 19, 1814.....	96 00	do	.....	do
William C. Allen.....	Quatermaster.....	Brig Eagle.....	March 17, 1820.....	144 00	do	December 13, 1827.....	do
Kathaniel Begley.....	Quaterunner.....	Hornet.....	April 8, 1812.....	108 00	do	.....	do
Enos Bateman.....	Seaman.....	Constitution.....	June 8, 1813.....	60 00	do	.....	do
Thomas Brown.....	Marine.....	Constellation.....	July 15, 1813.....	24 00	do	.....	do
William Baggs.....	do.....	Lake Erie.....	March 1, 1814.....	36 00	do	.....	do
John Baxter.....	Seaman.....	United States Frigate.....	February 28, 1819.....	72 00	do	.....	do
James Bell.....	do.....	Dartmoor prison.....	August 25, 1823.....	72 00	do	.....	do
Godfrey Bowman.....	Marine.....	Schooner Summers, Lake Erie.....	October 1, 1825.....	72 00	do	Septemb'r 12, 1827.....	do
John Cassin.....	Seaman.....	Constellation.....	August 1, 1800.....	36 00	do	Septemb'r 11, 1829.....	do
John Coffin.....	do.....	Hornet.....	April 8, 1812.....	72 00	do	.....	do
Archibald Campbell.....	do.....	Macedonian.....	April 24, 1815.....	60 00	do	.....	do
Henry Collins.....	do.....	Lake Champlain.....	October 6, 1814.....	72 00	do	September 7, 1826.....	do
David Christie.....	Marine.....	Brig Lawrence.....	January 16, 1816.....	48 00	do	.....	do
Patrick Cain.....	do.....	Constellation.....	October 28, 1825.....	72 00	do	.....	do
Robert Caron.....	Ordinary seaman.....	Macedonian.....	June 26, 1821.....	60 00	do	.....	do
Russell Cranall.....	do.....	Cyane.....	August 1, 1827.....	30 00	do	.....	do
Augustus Dundas.....	Gunner.....	Wasp.....	January 1, 1812.....	120 00	do	.....	do
Wm. Deane.....	Seaman.....	Gun boat No. 27.....	January 1, 1811.....	72 00	do	.....	do
Thomas Davis.....	do.....	Schooner Ontario.....	March 1, 1815.....	60 00	do	.....	do
William Dearing.....	do.....	Lake Erie.....	March 27, 1815.....	72 00	do	.....	do
Henry Dugan.....	Marine.....	Constellation.....	January 1, 1806.....	36 00	do	.....	do
Stephen Elderkin.....	Seaman.....	Chesapeake flotilla.....	July 1, 1819.....	72 00	do	.....	do
William Evans.....	Quatermaster.....	Frigate Java.....	March 29, 1817.....	72 00	do	.....	do
Edward Fitzgerald.....	Ordinary seaman.....	Gun boat No. 69.....	August 1, 1812.....	48 00	do	.....	do
John Fryer.....	Seaman.....	Guerriere.....	November 25, 1815.....	72 00	do	.....	do
Pero Fisher.....	Ordinary seaman.....	Schooner Scorpion.....	February 20, 1815.....	60 00	do	.....	do
Thomas Flannigan.....	Seaman.....	Chesapeake.....	January 1, 1825.....	72 00	do	.....	do
Peter Gordon.....	Quaterrunner.....	North Carolina.....	June 9, 1826.....	108 00	do	.....	do
Nicholas Hyleger.....	Seaman.....	Essex.....	October 16, 1812.....	72 00	do	.....	do
David Horton.....	Quatermaster.....	Enterprise.....	December 1, 1813.....	72 00	do	.....	do
George Hugstiller.....	Seaman.....	Frigate Guerriere.....	November 22, 1815.....	72 00	do	.....	do
William Holmes.....	Marine.....	Constellation.....	October 28, 1815.....	36 00	do	.....	do
John Hogerbets.....	Prisoner.....	Dartmoor.....	April 6, 1815.....	72 00	do	.....	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
William Hagerly.....	Ordinary seaman.....	Columbus.....	August 1, 1821.....	\$50 00	April 23, 1800.....	May 1, 1824.....	Philadelphia, Penn.
William Hamilton.....	Seaman.....	Cyane.....	July 1, 1829.....	72 00	do	do	do
William Jackson.....	do	Frigate United States.....	November 11, 1817.....	72 00	do	do	do
Job Jones.....	Ordinary seaman.....	Columbus 74.....	June 27, 1822.....	60 00	do	June 22, 1826.....	do
Sylvester Jamison.....	Seaman.....	Warren.....	August 1, 1828.....	72 00	do	do	do
Hugh Kelly.....	Marine.....	Gun boat No. 69.....	May 11, 1809.....	72 00	do	November 22, 1815.....	do
George Kensing.....	Master-at-arms.....	Frigate Essex.....	May 22, 1819.....	108 00	do	January 27, 1828.....	do
Lawrence Kippar.....	Marine.....	New Orleans.....	January 1, 1820.....	36 00	do	do	do
Nicholas Klein.....	Sergeant M. C.....	Navy yard, Boston.....	January 1, 1822.....	60 00	do	January 5, 1828.....	do
Michael Kifts.....	Marine.....	United States.....	April 14, 1827.....	36 00	do	do	do
Michael Kenny.....	Ordinary seaman.....	do do	January 1, 1828.....	48 00	do	do	do
James Leonard.....	Seaman do	By disease contracted in Hornet.....	July 1, 1829.....	108 00	do	do	do
John Moore.....	do do	Constitution.....	December 4, 1807.....	72 00	do	do	do
William Mooney.....	Marine.....	do	May 20, 1812.....	36 00	do	do	do
Miles Morris.....	Corporal of marines.....	Chesapeake.....	November 1, 1815.....	60 00	do	January, 1828.....	do
George M'Daniel.....	Ordinary seaman.....	Congress.....	December 10, 1814.....	60 00	do	do	do
Michael M'Conomy.....	do do	Brig Argus.....	December 17, 1819.....	72 00	do	July 15, 1828.....	do
Mathias M'Gill.....	do do	Frigate President.....	April 24, 1815.....	96 00	do	December 14, 1829.....	do
John M. Mullen.....	Gunner's mate.....	do do	April 1, 1820.....	108 00	do	do	do
Bernard M'Donogh.....	Marine.....	Disabled by rupture.....	August 28, 1822.....	72 00	do	September 11, 1827.....	do
William Morris.....	Ordinary seaman.....	Schooner Franklin.....	May 4, 1820.....	60 00	do	do	do
James Mullinfe.....	do do	Chesapeake flotilla.....	April 3, 1815.....	120 00	do	do	do
John Nugent.....	Seaman.....	Argus.....	April 1, 1815.....	72 00	do	July 15, 1828.....	do
Benjamin Norrosse.....	Sergeant of marines.....	Constitution.....	July 11, 1815.....	60 00	do	do	do
Benjamin Newton.....	Seaman.....	Washington 74.....	July 1, 1821.....	72 00	do	do	do
William Napier.....	Corporal of marines.....	Frigate President.....	July 1, 1825.....	48 00	do	January 19, 1828.....	do
John F. Noyer.....	Marine.....	Brig Argus.....	November 17, 1824.....	72 00	do	September 11, 1829.....	do
William Price.....	Seaman.....	Brig Argus.....	January 1, 1819.....	72 00	do	do	do
John Pardo.....	do	Brig Constitution.....	December 4, 1807.....	72 00	do	do	do
John Pitt.....	do	Brig Columbus.....	August 1, 1821.....	72 00	do	do	do
Peter Quantin.....	Ordinary seaman.....	Frigate Chesapeake.....	September 17, 1813.....	60 00	do	January 19, 1828.....	do
John Romero.....	do do	Navy yard, Erie station.....	April 1, 1828.....	60 00	do	do	do
John Roberts.....	Gunner's yeoman.....	Guerrero.....	May 2, 1815.....	108 00	do	do	do
John Rathbone.....	Ordinary seaman.....	Schooner Shark.....	July 1, 1819.....	72 00	do	do	do
El Stewart.....	S. M. mate.....	Lake Erie.....	May 20, 1814.....	84 00	do	do	do
Joseph Smith.....	Marine.....	Bladenburg.....	April 10, 1815.....	48 00	do	do	do
William Smith, 6th.....	Seaman.....	Franklin.....	July 1, 1821.....	96 00	do	January 6, 1824.....	do
Harmon Sutton.....	Marine.....	Marine barracks, Philadelphia.....	July 1, 1829.....	36 00	do	do	do
David Thomas.....	do	Action at Dorne.....	January 1, 1806.....	60 00	do	January, 1828.....	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
Philip Tolly.....	Ordinary seaman.....	Lake Ontario.....	January 10, 1816.....	\$72 00	April 23, 1800.....	January 3, 1827.....	Philadelphia, Penn.
John B. Truman.....	do do.....	Guerriere.....	February 5, 1816.....	60 00	do	.....	do
Richard Webb.....	do do.....	Trumbull.....	July 1, 1805.....	60 00	do	.....	do
James White.....	Gunner's mate.....	President and Constitution.....	August 16, 1811.....	108 00	do	.....	do
Peter Whelan.....	Marine.....	Prisoner at Tripoli.....	January 1, 1806.....	36 00	do	.....	do
John Walter.....	Seaman.....	Enterprise.....	December 1, 1813.....	48 00	do	.....	do
James Wilson.....	Quaterunner.....	Gun boat No. 121.....	January 1, 1820.....	120 00	do	.....	do
John Wilson.....	Seaman.....	Frigate United States.....	January 1, 1822.....	72 00	do	.....	do
Samuel Williamson.....	Quaterunner.....	North Carolina.....	September 1, 1827.....	72 00	do	.....	do
William S. Welsh.....	Seaman.....	Frigate United States.....	May 1, 1827.....	72 00	do	.....	do
John Young.....	Quatermaster.....	Argus.....	December 20, 1814.....	108 00	do	.....	do
Nathan Burr.....	Quatermaster.....	Gun boat No. 162.....	May 27, 1829.....	.....	do	.....	do
Richard Gilbady.....	Ordinary seaman.....	John Adams.....	January 14, 1806.....	84 00	do	.....	New Castle, Del.
James Tull.....	Sergeant of marines.....	Schooner Lawrence, Erie.....	July 29, 1816.....	.....	do	.....	do
William Wicks.....	Ordinary seaman.....	Vixen.....	August 4, 1813.....	48 00	do	.....	do
Alexander Arley.....	Seaman.....	Barney's flotilla.....	May 6, 1824.....	72 00	do	January 5, 1826.....	Baltimore, Md.
James Allcorn.....	Sailingmaster.....	Carolina station.....	April 30, 1822.....	360 00	do	December 23, 1825.....	do
James Brown.....	Seaman, (blind).....	Frigate Congress.....	September 12, 1821.....	96 00	do	.....	do
Andrew Beard.....	Seaman.....	United States galley.....	April 11, 1815.....	72 00	do	February 12, 1824.....	do
John Burdick.....	do.....	Lawrence, Lake Erie.....	May 22, 1814.....	72 00	do	.....	do
Edward Burke (black).....	do.....	Guerriere.....	January 5, 1815.....	48 00	do	.....	do
Thomas Burr.....	Ordinary seaman.....	Frigate Constellation.....	July 1, 1822.....	72 00	do	March 29, 1824.....	do
William Carter.....	Master's mate.....	C. B. flotilla.....	November 11, 1814.....	96 00	do	December 31, 1825.....	do
John Cole.....	Quatermaster.....	Brig Niagara.....	April 23, 1815.....	108 00	do	.....	do
George Conahs.....	Seaman.....	Constitution.....	June 2, 1825.....	96 00	do	September 11, 1827.....	do
Enos R. Childs.....	Mishipman.....	United States brig Sramac.....	April 4, 1825.....	.....	do	.....	do
John Dragan.....	Seaman.....	Superior.....	December 27, 1815.....	60 00	do	.....	do
Mathias Douglas.....	Ordinary seaman.....	Chesapeake (permanent).....	April 23, 1814.....	120 00	do	December 8, 1829.....	do
John Doney.....	Seaman.....	Bladenburg.....	March 4, 1815.....	72 00	do	.....	do
Owen Deadolph.....	Gunner.....	Barney's flotilla, St. Leonard's creek.....	February 1, 1827.....	60 00	do	June 17, 1829.....	do
John Duncan.....	Carpenter's mate.....	Navy yard, Pensacola.....	October 1, 1827.....	48 00	do	.....	do
Francis Elliott.....	Seaman.....	President.....	January 1, 1829.....	72 00	do	.....	do
Daniel Felt.....	Ordinary seaman.....	Experiment.....	October 11, 1800.....	84 00	do	.....	do
Cornelius Garrison.....	Seaman.....	Dartmoor prison.....	November 1, 1820.....	72 00	do	February 12, 1824.....	do
William Gilten.....	do.....	Frigate Philadelphia.....	January 1, 1822.....	72 00	do	December 31, 1825.....	do
Peter Gushelle.....	do.....	Guerriere.....	November 1, 1819.....	120 00	do	February 15, 1826.....	do
John Gregory.....	Boy.....	Essex, Com. Preble, in 1810.....	July 1, 1818.....	48 00	do	.....	do
George Gallagher.....	Ordinary seaman.....	Chesapeake flotilla.....	March 2, 1815.....	60 00	do	.....	do
Jerry Gardner.....	do.....	Frigate United States.....	July 1, 1821.....	60 00	do	January 27, 1828.....	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
William Goodhall.....	Seaman.....	Peacock.....	July 15, 1825.....	\$72 00.....	April 25, 1800.....	January 3, 1828.....	Eatmore, Md.
John Henry.....	Ordinary seaman.....	Congress.....	March 20, 1812.....	60 00.....	do.....	do.....	do
Isaac T. Harte.....	Acting sailingmaster.....	Brig Sarano.....	April 1, 1817.....	240 00.....	do.....	Jan'y 10, 1828.....	do
Nicholas Herderson.....	Seaman.....	Peacock.....	December 27, 1814.....	72 00.....	do.....	do.....	do
Andrew Irwin.....	do.....	Baltimore.....	January 1, 1801.....	54 00.....	do.....	do.....	do
Edward Murray.....	Sergeant marines.....	Lawrence, Lake Erie.....	May 20, 1814.....	108 00.....	do.....	Feb. 17, 1826.....	do
Francis Mason.....	Quartermaster.....	Schooner Carolina.....	June 7, 1815.....	60 00.....	do.....	Feb. 15, 1826.....	do
Antonio Moch.....	Ordinary seaman.....	Frigate Macedonian.....	October 6, 1821.....	36 00.....	do.....	do.....	do
Hamlet Moore.....	Marine.....	January 1, 1824.....	108 00.....	do.....	do.....	do.....	do
Joseph McMaisters.....	Seaman.....	Chesapeake flotilla.....	September 28, 1814.....	108 00.....	do.....	do.....	do
John Miller.....	Cook.....	Schooner Superior.....	May 1, 1815.....	120 00.....	do.....	do.....	do
Isaac Nicholson.....	Seaman.....	Chesapeake flotilla.....	March 24, 1815.....	60 00.....	do.....	Jan. 5, 1826.....	do
John Patterson.....	Ordinary seaman.....	Enterprise (1815).....	July 5, 1820.....	96 00.....	do.....	do.....	do
Charles Pasture.....	do.....	At New Orleans.....	September 2, 1805.....	36 00.....	do.....	do.....	do
Neal Patterson.....	Marine.....	Dartmoor prison.....	April 6, 1815.....	120 00.....	do.....	Jan. 5, 1826.....	do
John Pandal.....	Boatswain.....	Frigate Congress.....	July 20, 1816.....	72 00.....	do.....	do.....	do
Thomas Smith.....	Marine.....	Guerrero.....	February 14, 1820.....	72 00.....	do.....	do.....	do
William Stockdale.....	Seaman.....	Brig Argus.....	July 1, 1820.....	48 00.....	do.....	do.....	do
James Stewart.....	Boy.....	United States Alert.....	September 1, 1827.....	60 00.....	do.....	do.....	do
Horatio Suter.....	Ordinary seaman.....	Peacock.....	July 15, 1825.....	72 00.....	do.....	do.....	do
Thomas Scott.....	Seaman.....	Ordinary United States.....	April 24, 1815.....	60 00.....	do.....	Aug. 14, 1828.....	do
Peter Thompson.....	Ordinary seaman.....	Dartmoor prison.....	April 6, 1815.....	108 00.....	do.....	do.....	do
Benjamin Underwood.....	do.....	Guerrero.....	July 9, 1816.....	72 00.....	do.....	do.....	do
James Wells.....	do.....	Fotilla, Barney.....	January 1, 1826.....	108 00.....	do.....	March 4, 1828.....	do
David Wilson, (black).....	do.....	Delaware (Mediterranean).....	July 1, 1826.....	72 00.....	do.....	do.....	do
George Williams.....	Marine.....	Vixen.....	May 10, 1811.....	72 00.....	do.....	Jan. 5, 1826.....	do
William Williams.....	Quartermaster.....	Gunboat No. 10, St. Mary's.....	April 1, 1819.....	60 00.....	do.....	do.....	Norfolk, Virginia.
Peter Young.....	do.....	Gunboat No. 162, Orleans.....	April 27, 1813.....	48 00.....	do.....	do.....	do
Obadiah Brown.....	Seaman.....	Constellation.....	February 3, 1818.....	144 00.....	do.....	do.....	do
Laurence Dislee.....	Quartermaster.....	Schooner Decoy.....	January 10, 1818.....	72 00.....	do.....	do.....	do
John Briggs.....	Ordinary seaman.....	Chesapeake flotilla.....	September 18, 1823.....	60 00.....	do.....	do.....	do
John Brown.....	do.....	Chesapeake flotilla.....	May 1, 1826.....	108 00.....	do.....	do.....	do
Laurence Barnayline.....	Quartermaster.....	Brig Spark.....	July 1, 1820.....	72 00.....	do.....	Sept. 7, 1826.....	do
John Price.....	do.....	do.....	June 2, 1819.....	72 00.....	do.....	do.....	do
James Corry.....	Seaman.....	do.....	June 10, 1823.....	48 00.....	do.....	do.....	do
Silas Durham.....	Boy.....	Erie, D. Turner.....	January 1, 1829.....	144 00.....	do.....	do.....	do
Thomas Engles.....	Seaman, (blind).....	Constellation.....	September 27, 1805.....	60 00.....	do.....	do.....	do
James Good.....	Seaman.....	do.....	do.....	do.....	do.....	do.....	do
William Howell.....	Seaman.....	do.....	do.....	do.....	do.....	do.....	do

A—A list of pensioners, and amount of pensions accrued, for the year 1829.—Continued

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
Anson Harvey.....	Ordinary seaman.....	President.....	April 24, 1815.....	\$50 00	April 23, 1800.....	.....	Norfolk, Va.
John Harris.....	Quartermaster.....	West India squadron.....	October 1, 1827.....	108 00	do	.....	do
James Jeffers.....	Ordinary seaman.....	Gunboat No. 7, off Tripoli.....	December 7, 1805.....	72 00	do	.....	do
Obadiah Johnson.....	do do	Guerrilla.....	April 1, 1819.....	60 00	do	.....	do
Swain Johnson.....	Seaman.....	Spark.....	July 1, 1823.....	72 00	do	.....	do
James H. Sanford.....	do	Lake Champlain.....	May 23, 1814.....	48 00	do	.....	do
Matthew McMurray.....	do	North Carolina.....	September 1, 1827.....	72 00	do	.....	do
James Perry.....	Ship's corporal.....	North Carolina 74.....	do	108 00	do	.....	do
Joseph Ward.....	Seaman.....	Constellation.....	July 1, 1818.....	72 00	do	.....	do
James Wilson.....	Quartermaster.....	By old age and infirmity.....	August 15, 1829.....	.....	do	.....	do
William Baker.....	Ordinary seaman.....	Frigate Congress.....	July 1, 1802.....	72 00	do	.....	do
John Brannen.....	Marine.....	Gunboat No. 64.....	December 9, 1810.....	.....	do	.....	do
John Butler, (black).....	Seaman.....	Guerrilla.....	November 22, 1815.....	60 00	do	.....	do
John Brunley.....	do	Receiving ship Alert, (dis ty permanent).....	Septem'er 1, 1826.....	72 00	do	Sept. 1, 1828.....	do
John Burnham.....	Seaman.....	Lawrence, action Sept. 10, 1813.....	August 1, 1828.....	60 00	do	.....	do
A. Conner, alias Corner.....	Marine.....	Schooner Shark.....	June 1, 1822.....	72 00	do	.....	do
Michael Conner.....	do	Gunboat under Lieutenant Trippé.....	April 1, 1805.....	36 00	do	.....	do
Andrew Chambers.....	do	Constellation.....	October 10, 1815.....	60 00	do	.....	do
Eos R. Childs.....	Midshipman.....	Brig s'mane.....	April 2, 1825.....	108 00	do	January 23, 1830.....	do
Patrick Fitzpatrick.....	Pilot.....	United States sloop Trippé.....	January 1, 1829.....	120 00	do	January 2, 1830.....	do
Jerry Gardner, (black).....	Ordinary seaman.....	United States.....	July 1, 1820.....	60 00	do	February 12, 1820.....	do
John Gibson.....	Marine.....	Bladenburgh.....	July 1, 1827.....	.....	do	.....	do
Simon Hiltman.....	Ordinary seaman.....	Gunboat No. 23.....	July 3, 1815.....	.....	do	September 8, 1827.....	do
John Hawkins.....	Marine.....	.....	July 1, 1824.....	36 00	do	.....	do
John Higby.....	do	North Carolina 74, J. Rodgers.....	July 1, 1826.....	72 00	do	.....	do
Francis Hayre.....	Master-at-arms.....	Schooner Porpoise.....	May 1, 1825.....	72 00	do	July 1, 1829.....	do
Benjamin Hendrick.....	Cook.....	Gunboat No. 165.....	August 5, 1815.....	72 00	do	July 1, 1829.....	do
William McMullen.....	Marine.....	Constellation.....	April 25, 1812.....	36 00	do	August 7, 1824.....	do
John Miller.....	Seaman.....	North Carolina.....	June 10, 1825.....	108 00	do	.....	do
William Perry.....	do	United States schooner Grampus.....	April 9, 1825.....	72 00	do	.....	do
John Read.....	Marine.....	Tom Bowline.....	April 1, 1820.....	36 00	do	July 15, 1824.....	do
Burwell S. Randolph.....	Midshipman.....	Constellation.....	February 20, 1820.....	72 00	do	December 12, 1829.....	do
Richard S. Suter.....	do	Chesapeake flotilla.....	December 16, 1814.....	114 00	do	June 5, 1826.....	do
John Shanahan.....	Seaman.....	Constellation.....	July 28, 1806.....	72 00	do	.....	do
William Stanton.....	Quartermaster.....	Schooner Ontario.....	January 1, 1820.....	108 00	do	January 25, 1827.....	do
John Shinee.....	Marine.....	Disability from exposure.....	July 1, 1824.....	36 00	do	.....	do
Jonas A. Sones.....	Carpenter.....	Lawrence, Commodore Perry.....	April 4, 1829.....	108 00	do	.....	do
James Tull.....	Sergeant of marines.....	Schooner Lawrence, Erie.....	July 29, 1816.....	60 00	do	.....	do
George Williams.....	Seaman.....	Chesapeake flotilla.....	January 1, 1826.....	108 00	do	.....	do

A.—A list of pensioners, and amount of pensions accrued, for the year 1829.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pensions.	Annual amount of pensions.	Under what law granted.	When renewed.	Where payable.
John Wolfron.....	Quartersunner.....	John Adams.....	April 6, 1825.....	.....	April 23, 1800.....	.....	City of Washington.
Charles Young.....	Marine.....	Constitution.....	April 1, 1805.....	\$36 00.....	do.....	.....	do
Thomas Owings.....	Quartersmaster.....	Brig Enterprise.....	May 2, 1814.....	96 00.....	do.....	.....	Fayetteville, N. C.
John Thompson.....	Seaman.....	Schooner Columbus.....	August 1, 1821.....	72 00.....	do.....	.....	do
John Jacob Harding.....	do.....	Georgia flotilla.....	June 25, 1813.....	72 00.....	do.....	.....	Charleston, S. C.
Peter J. R. Staunton.....	Carpenter's yeoman.....	Brig Shark.....	May 1, 1822.....	72 00.....	do.....	February 15, 1828.....	do
Charles Shecter.....	Boatswain's mate.....	Schooner Revenge.....	November 1, 1822.....	72 00.....	do.....	February 12, 1824.....	do
William Thompson.....	Seaman.....	Revenue cutter Louisiana.....	May 20, 1825.....	72 00.....	do.....	July 1, 1829.....	do
James Dennis.....	Marine.....	At Washington.....	May 10, 1810.....	36 00.....	do.....	.....	Savannah, Georgia.
P. Holcomb, (child of).....	.....	.....	.....	.....	do.....	.....	Lexington, Kentucky.
John Meigs.....	Seaman.....	Frigate President.....	July 1, 1819.....	120 00.....	do.....	.....	Cincinnati, Ohio.
John Richards.....	do.....	Mediterranean flotilla, L. Bregne.....	October 20, 1829.....	108 00.....	do.....	.....	New Orleans, La.
Robert Spalden.....	Lieutenant.....	Gunboat No. 163.....	December 5, 1823.....	240 00.....	do.....	.....	do
William Whitney.....	Seaman.....	Frigate Essex.....	November 1, 1818.....	96 00.....	do.....	February 19, 1828.....	do
William Wagner.....	Quartersunner.....	Schooner Lynx.....	December 3, 1819.....	108 00.....	do.....	.....	do

A.—List of widows and orphans to whom pensions have been granted, and the amount of pensions accruing within the year 1829, &c., &c.

To whom granted.	Husband or father's name.	Rank.	Ship or station.	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, accrued or happened.	When granted.
Sally Annis*.....	John Annis.....	Seaman.....	Schooner Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	March 27, 1817.
Sarah Atkins.....	Joseph Atkins.....	do.....	do.....	do.....	Lost.....	do.....	April 1, 1817.
Hannah Adams, of S. Lunt, guardian.....	Joseph Adams.....	do.....	Constitution & Javn.....	Dec. 29, 1812.....	Killed in Constitution.....	Dec. 29, 1812.....	Feb. 7, 1818.
Margaret Arundell.....	Rt. Arundell.....	Sailingmaster.....	Schooner Pert, lakes.....	Nov. 10, 1812.....	Not known.....	Not known.....	Jan. 28, 1819.
Hannah Archbold, J. A. B. Archbold appointed guardian.....	J. Archbold.....	Seaman.....	United States.....	Oct. 25, 1812.....	Killed.....	Oct. 25, 1813.....	Nov. 8, 1821.
Mary Allison, alias Gordon.....	John Allen.....	do.....	Ship United States.....	Oct. 28, 1813.....	Drowned in London.....	June 19, 1813.....	May 4, 1814.
Mary Allison.....	T. Allinson.....	Master's mate.....	U. S. gunboats.....	June 1, 1813.....	do.....	June 1, 1813.....	May 12, 1814.
Sally Bates.....	Robert Bates.....	Seaman.....	Chesapeake.....	Jan. 15, 1815.....	do.....	Jan. 15, 1815.....	June 20, 1815.
Hannah S. Barrett, J. Foster, guardian.....	Wm. Barrett.....	Quartermaster.....	President.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Mary P. Bartlett, Wm. C. Bartlett, her son; J. Brown, guardian.....	G. M. Bartlett.....	Boatswain's mate.....	Wasp.....	do.....	Lost.....	do.....	April 1, 1817.
Sarah Brimblecomb, dead; T. Butmah, guardian of two children.....	Dr. Brimblecomb.....	Seaman.....	Constitution.....	Aug. 20, 1812.....	Killed.....	Aug. 20, 1812.....	Oct. 4, 1814.
Nancy Brice.....	Robert Brice.....	Captain's clerk.....	Javn.....	April 12, 1816.....	Not known.....	April 12, 1816.....	Dec. 13, 1817.
Elizabeth Baldwin.....	I. Baldwin.....	Sailingmaster.....	Epervier.....	Sept. 1, 1815.....	Lost.....	Sept. 1, 1815.....	June 4, 1818.
Henry Bowie.....	Henry Bowie.....	Seaman.....	Constitution.....	Aug. 19, 1812.....	Killed.....	Aug. 19, 1812.....	Feb. 19, 1817.
John Brown.....	John Brown.....	Captain.....	Schooner Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	June 1, 1816.
Jane A. Blakeley; R. Abbott, guardian.....	J. Blakeley.....	do.....	Chesapeake.....	Dec. 2, 1814.....	Wounded at Blakenburg.....	Oct. 2, 1814.....	Sept. 11, 1819.
Harriet Barney.....	Jos's Barney.....	Boatswain.....	Sylph.....	Oct. 2, 1814.....	Not known.....	Oct. 2, 1814.....	Nov. 13, 1815.
Ellen Beaves, guardian of her infant child Jane.....	Allen Beaves.....	Sailingmaster.....	Saratoga, on lakes.....	June 1, 1818.....	Wounded.....	Sept. 11, 1814.....	April 16, 1821.
Susannah Brum.....	Philip Brum.....	Lieutenant.....	Fulton steam frigate.....	June 4, 1829.....	Killed.....	June 4, 1829.....	Sept. 15, 1829.
Sarah Breckenridge.....	S. M. Breckenridge.....	Gunner's mate.....	Franklin.....	June 19, 1824.....	Shin.....	April 18, 1814.....	June 17, 1814.
Catharine Badger.....	Peter Badger.....	Sailingmaster.....	Essex.....	April 12, 1814.....	Killed.....	June 19, 1814.....	Sept. 15, 1829.
Abigail Cowell.....	J. G. Cowell.....	Seaman.....	Constitution & Javn.....	June 19, 1813.....	do.....	April 1, 1814.....	July 1, 1816.
Mary Cheever, for the loss of her two sons.....	J. Critchett.....	do.....	Chesapeake.....	June 1, 1814.....	do.....	April 1, 1814.....	April 24, 1820.
Susannah Critchett.....	Wm. Christopher.....	Sailingmaster.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	April 10, 1816.
Mercy G. Christopher; Jos. Johnson, guardian.....	Jos. E. Carr.....	do.....	Epervier.....	Sept. 1, 1815.....	Lost.....	Sept. 1, 1815.....	June 24, 1819.
Sarah Carr; John Tonstler, guardian.....	W. Cummings.....	Seaman.....	Constitution.....	Dec. 29, 1812.....	Killed.....	Dec. 29, 1812.....	March 23, 1820.
Margaret Cummings.....	Wm. Cooper.....	Marine.....	Lake Champlain.....	Sept. 11, 1814.....	do.....	Sept. 11, 1814.....	May 26, 1819.
Dorthea Cooper.....	Wm. Collins.....	Carpenter's mate.....	Florida, N. Orleans.....	Jan. 6, 1815.....	do.....	Jan. 6, 1815.....	Dec. 28, 1820.
Nancy Carlises; Dr. Corey, guardian.....	Wm. Collins.....	Sergeant marines.....	Navy yard, Philada.....	Nov. 26, 1825.....	Not known†.....	Not known.....	June 15, 1820.
Ann D. Collins.....	Peter Clunet.....	Marine.....	Lake Champlain.....	Sept. 11, 1814.....	Killed.....	Sept. 11, 1814.....	Nov. 13, 1815.
Rebecca Day; Th. Jones, guardian.....	James Day.....	Quartermaster.....	Schooner Saratoga.....	Unknown.....	Killed by pirates.....	Unknown.....	May 16, 1826.
Mary Davis.....	Abraham Davis.....	Quartermaster.....	Schooner Alligator.....	Dec. 20, 1812.....	Died in service.....	do.....	Oct. 13, 1817.
Penelope Denny.....	Jas. Denny.....	Lieutenant.....	Not known.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Harriet Ann Elber.....	Samuel Elber.....	Carpenter's mate.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Mary Ford.....	Daniel Ford.....	Carpenter's mate.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.

* All the grants of pensions made to representatives of officers, seamen, and marines lost in the Wasp, are under the acts of 1813 and 1814.

† Pensions granted for losses in the Epervier are under the act of March 3, 1817.

‡ Shot by a marine.

A—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Husband or father's name.	Rank.	Ship or station.	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, accrued or happened.	When granted.
Martina Flinders; H. Clark, guardian.	H. Flinders.....	Quartermaster.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	May 25, 1819.
Abigail C. Fernal.....	T. Fernal.....	Seaman.....	Constitution.....	Feb. 24, 1815.....	Slain.....	Feb. 24, 1815.....	July 1, 1816.
Luey Flagg, minor; Ch. Hardy, guardian.	Andrew Flagg.....	Gunner.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	July 1, 1816.
Mary Griffin.....	Lark Griffin.....	Surgeon.....	Norfolk.....	Nov. 1, 1814.....	Exposed in service.....	Unknown.....	Dec. 12, 1819.
Sophia Grenell; S. Cooper, guardian of her daughter.	S. H. Grenell.....	Sailingmaster.....	Lake Ontario.....	March 25, 1813.....	Unknown.....	do.....	July 3, 1819.
Ruth Gilbert.....	T. P. Gilbert.....	Seaman.....	Florella.....	June 16, 1814.....	Killed.....	June 16, 1814.....	Aug. 28, 1819.
Sophia Gardner.....	J. M. Gardner.....	Master commandant.....	Norfolk.....	Sept. 1, 1813.....	Exposure in service.....	June 1814.....	Aug. 28, 1817.
Sally Harvey; George W. Jones, guardian.	Henry Hery.....	Seaman.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Hannah Haren.....	Benjamin Haren.....	do.....	Essex.....	March 28, 1814.....	Killed.....	March 28, 1814.....	Feb. 27, 1815.
Mary Hackleton.....	J. Hackleton.....	do.....	Lake Ontario.....	Dec. 5, 1812.....	do.....	Dec. 5, 1812.....	June 15, 1820.
Mary Ann Hill, minor; Wm. Towell, guardian.	William Hill.....	Quartermaster.....	Guerriere.....	June 16, 1813.....	Unknown.....	Unknown.....	April 24, 1824.
Sarah Hill's minor children; James Proctor, guardian.	George Hills.....	Ordinary seaman.....	Essex.....	March 28, 1814.....	Killed.....	March 28, 1814.....	May 11, 1821.
Diana Hanly.....	Isaac Hanly.....	do.....	Lake Erie.....	Sept. 10, 1813.....	do.....	Sept. 10, 1813.....	July 18, 1820.
Mary Hudding.....	Th. Hudding.....	Quartermaster.....	Lake Ontario.....	Nov. 28, 1812.....	do.....	Nov. 28, 1812.....	Oct. 14, 1827.
Sarah Hopkins, guardian of N. Nabb, son of Wm. Nabb.	Not known.....	Not known.....	Ch. Flotilla.....	July 1, 1814.....	Wounded.....	Jan. 26, 1814.....	July 24, 1819.
Heire Susan Hook.....	Conrad Hook.....	Marine.....	Head-quarters.....	Aug. 24, 1814.....	do.....	do.....	do.....
M. Bonlain Hatch.....	Robert Hatch.....	Pilot.....	Schooner Alligator.....	Feb. 5, 1814.....	Drowned.....	Unknown.....	April 16, 1818.
Charles A. Holcomb.....	H. Holcomb.....	Seaman.....	Lakes.....	Feb. 20, 1814.....	do.....	Unknown.....	April 16, 1818.
Ab. Jones, lunatic.....	Richard Jones.....	Cook.....	Wasp.....	June 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Maria T. Johnson.....	Th. Johnson.....	Carpenter's mate.....	Alligator.....	June 30, 1814.....	Lost.....	June 30, 1814.....	March 24, 1819.
Hannah Lowther.....	Robert Lowther.....	Seaman.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Judith M. Lawrence.....	J. Lawrence.....	Captain.....	Chesapeake.....	June 1, 1813.....	Killed.....	June 1, 1813.....	Oct. 4, 1819.
Mary Lewis.....	Richard Lewis.....	Marine.....	Navy yard, N. Y.....	Aug. 28, 1814.....	Shot.....	Aug. 24, 1814.....	Oct. 4, 1819.
Jane Logue; John Miller, guardian to her two children.	Robert Logue.....	do.....	Sackett's Harbor.....	March 4, 1813.....	Killed.....	March 4, 1813.....	Nov. 11, 1818.
Susan Lippincott.....	C. Lippincott.....	Ordinary seaman.....	Java, Iakka.....	Feb. 7, 1816.....	Killed by a fall.....	Feb. 7, 1816.....	Jan. 15, 1827.
Susanna Longill.....	Mat. Longill.....	Boatswain.....	Launch.....	Feb. 11, 1824.....	Lost in a boat.....	Feb. 11, 1824.....	July 15, 1824.
Ann G. M'ullook.....	A. M'ullook.....	Sailingmaster.....	Sch'r Ohio, L. Erie.....	Aug. 24, 1814.....	Wounded.....	Aug. 12, 1814.....	Sept. 16, 1819.
Elizabeth Martin.....	Joseph Martin.....	Boatswain.....	Wasp.....	Sept. 1, 1814.....	Slain.....	Sept. 1, 1814.....	May 26, 1819.
Elizabeth Manly.....	James Manly.....	Quartermaster.....	do.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Jane Moulton.....	W. Moulton.....	Seaman.....	do.....	do.....	do.....	do.....	do.....
Ann Martin.....	Jonathan Martin.....	Quartermaster.....	do.....	do.....	do.....	do.....	do.....
Juetha Mullen, guardian of her two children.	John Mullen.....	do.....	do.....	do.....	do.....	do.....	do.....
Elizabeth M'Kim.....	James M'Kim.....	Sergeant of marines.....	Charlestown, Mass.....	Nov. 27, 1814.....	Casualty in war.....	Nov. 27, 1814.....	Jan. 23, 1818.
Sarah Matthews.....	J. Matthews.....	Quartermaster.....	United States.....	Nov. 23, 1814.....	Slain.....	Nov. 23, 1814.....	March 16, 1815.
Ann Milden.....	Wm. Milden.....	Master's mate.....	Erie, Pa.....	Sept. 1814.....	Drowned.....	Unknown.....	Jan. 10, 1820.
E. Monroe, minor; Martin McCormick, guardian.	H. Monroe.....	Seaman.....	Chesapeake.....	June 1, 1815.....	Killed.....	June 1, 1815.....	June 17, 1819.

A.—List of widows and orphans to whom pensions have been granted.—Continued.

To whom granted.	Husband or father's name.	Rank.	Ship or station.	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, accrued or happened.	When granted.
Eliza S. Nickerson.....	J. C. Nickerson	Seaman.....	Guerrero.....	June 17, 1815.....	Slain.....	Jan. 17, 1815.....	July 1, 1816.
Charity Nicholson.....	J. Nicholson.....	Carpenter.....	Palomae river.....	Sept. 8, 1814.....	Wounded.....	Unknown.....	Nov. 23, 1815.
Susan L. Osgood; Eliza Mann, guardian to her heirs.....	Joseph Osgood.....	Sailingmaster.....	Schooner Seavoice.....	Aug. 8, 1813.....	Up't on Lake Ontario.....	Aug. 8, 1813.....	Feb. 22, 1815.
Mary Olcott; D. Shapely, guardian.....	Ed. K. Olcott.....	Steward.....	Schooner Hamilton.....	do.....	do.....	do.....	Feb. 22, 1819.
Nabby Phippen.....	Joseph Phippen.....	S. coxswain.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Eliza Parker.....	George Parker.....	Captain.....	Syren.....	March 11, 1814.....	Exposure in service.....	Unknown.....	April 9, 1817.
Charlotte Passenger.....	A. Passenger.....	Seaman.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Feb. 18, 1818.
Nancy Patch.....	Nich. Patch.....	do.....	Gunboat No. 149.....	Oct. 29, 1812.....	Exposure in service.....	July 6, 1812.....	April 15, 1819.
Heirs of S. Perkins.....	S. M. Perkins.....	Ordinary seaman.....	Chesapeake.....	June 1, 1813.....	Killed.....	June 1, 1813.....	May 25, 1815.
Heirs of John Place; Israel Vandyke, guardian.....	John Place.....	do.....	Hornet.....	Feb. 25, 1813.....	do.....	Feb. 25, 1813.....	June 24, 1819.
Nancy Riggs.....	And'y Riggs.....	Seaman.....	Schooner Madison.....	Dec. 27, 1814.....	Kill'd on Lake Ontario.....	Dec. 27, 1814.....	May 8, 1820.
Catharine Rasmussen.....	Andrew Rasmussen.....	Pilot.....	Schooner Pert.....	July 22, 1813.....	do.....	July 22, 1813.....	Aug. 2, 1814.
Martha Rose.....	John Rose.....	Seaman.....	Lawrence.....	Sept. 10, 1813.....	Killed on Lake Erie.....	Sept. 10, 1813.....	.....
Heirs of M. Rankin.....	George Rankin.....	do.....	Lake Erie.....	Sept. 18, 1814.....	Drown'd on Lake Erie.....	Sept. 18, 1814.....	Feb. 3, 1819.
Nancy Simonds, heirs of; Jesse Cutler, guardian.....	D. Simonds.....	do.....	Chesapeake.....	June 1, 1813.....	Killed.....	June 1, 1813.....	Feb. 22, 1815.
Mary Stone.....	Wm. Stone.....	do.....	Wasp.....	April 20, 1815.....	Lost.....	April 20, 1815.....	Jan. 1, 1817.
Sarah Sisson; J. Ditchell, guardian to her daughter.....	Alex. Sisson.....	Sailingmaster.....	Madison.....	Dec. 7, 1812.....	Slain at Niagara, L. O.....	.....	Sept. 2, 1813.
Sarah Smith.....	Wm. Smith.....	Boatswain's mate.....	Essex.....	April 16, 1814.....	Died at Valparaiso.....	.....	May 8, 1819.
Eleanor Smart.....	John Smart.....	Seaman.....	Lake Champlain.....	Oct. 15, 1814.....	Wounded.....	Sept. 12, 1814.....	June 19, 1819.
Mary Trainer.....	James Trainer.....	Marine.....	Chesapeake.....	June 1, 1813.....	Killed.....	June 1, 1813.....	Feb. 27, 1816.
Sarah Town, heirs of; Wm. Alton, guardian.....	David Town.....	do.....	Schooner Hornet.....	March 23, 1815.....	do.....	March 23, 1815.....	Jan. 26, 1820.
Elizabeth Trayrell.....	J. Trayrell.....	do.....	Niagara, Lake Erie.....	Sept. 10, 1813.....	do.....	Sept. 10, 1813.....	May 30, 1814.
Mary Van Blake.....	I. Van Blake.....	Gunner.....	Flotilla, Baltimore.....	Unknown.....	Unknown.....	Unknown.....	Feb. 1, 1822.
Lydia Van Horn.....	J. Van Horn.....	Marine.....	Lake Champlain.....	Oct. 16, 1814.....	Wounded.....	Sept. 11, 1814.....	May 21, 1822.
Hannah Webb.....	S. Webb.....	Seaman.....	Constitution.....	Jan. 1, 1813.....	do.....	Dec. 29, 1812.....	March 23, 1814.
Margaret Wyer.....	Wm. Wyer.....	Sailmaker.....	Schooner Saratoga.....	Sept. 11, 1814.....	Killed.....	Sept. 11, 1814.....	Nov. 13, 1815.
Marvel Wilcox.....	Syl. Wilcox.....	Carpenter's mate.....	Schooner Hamilton.....	Aug. 8, 1813.....	Died on L. Ontario.....	.....	March 1, 1816.
Mary Wine, minor.....	James Wine.....	Seaman.....	Essex.....	March 28, 1814.....	Killed at Valparaiso.....	.....	May 11, 1821.
Susanah Wedge.....	John Wedge.....	Quartermaster.....	N. yard Washington.....	Sept. 21, 1813.....	K. by burst of a gun.....	.....	May 5, 1820.
Margaret Warner.....	John Warner.....	Sailingmaster.....	Flotilla, Baltimore.....	Aug. 24, 1814.....	K. at Bladenburg.....	.....	Feb. 1, 1815.
H. Williams, minor.....	A. Williams.....	Seaman.....	Chesapeake.....	June 1, 1813.....	Slain.....	June 1, 1813.....	.....
Abigail Young.....	Ch. Young.....	do.....	Lake Ontario.....	Nov. 28, 1812.....	Killed.....	Nov. 28, 1812.....	Oct. 4, 1814.
F. W. C. Gamble.....	F. Gamble.....	Lieutenant.....	Decoy.....	.....	.....	.....	.....
Phoebe Hammersley.....	G. W. Hammersley.....	do.....	Key West.....	Sept. 11, 1823.....	Died of yellow fever.....	.....	.....
Maria C. Madison.....	.....	do.....	Lynx.....	Unknown.....	Lost at sea.....	In 1821.....	August 1, 1828.
Mary Smith.....	John Smith.....	Ordinary seaman.....	Franklin.....	March 20, 1822.....	Lost in a boat.....	March 20, 1822.....	June 30, 1825.

A.—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Husband or father's name.	Rank.	Ship or station	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, accrued or happened.	When granted.
Frances M. Lewis	Wm. Lewis	Captain	Epervier	Unknown	Lost in the Epervier.	1815	July 13, 1818.
Mary Neal	J. B. Neal	Lieutenant	do	do	do	1815	do
George Macomber, son of	S. P. Macomber	do	Quaker	do	do	1815 .....	.....
Cath Fury, heirs of; Lewis Wilcox, guardian .....	.....	Steward	Epervier	do	do	1815 .....	.....
Margaret Parsells .....	.....	Sailmaker	Guerriere	Aug. 20, 1819	Fall from miz. top.	1815	March 23, 1821.
Mary A. Springer; Eliza Scott guardian of her two children	C. L. Springer	Lieutenant	Enterprise	May 24, 1820	Unknown	Unknown	Jan. 9, 1821.
Harriet H. Saunders	J. Saunders	do .....	.....	Dec. 7, 1810	Natural death	do	May 7, 1824.
Elizabeth Turbell	J. Turbell	Captain	Norfolk	Nov. 24, 1815	Unknown	do	March 27, 1817.
Charlotte Wares	S. Ware	Commander in flotilla	New York	Dec. 4, 1815	do	do	March 27, 1817.

A—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Under what law granted.	Commencement of pensions.	Annual Amount.	When renewed.	By virtue of what law.	When expired.	If suspended, when, and the cause why, &c.	Where payable.	To what time paid.
Sally Annis	1813 and 1814.	April 20, 1816.	\$72 00	June 17, 1826.	Jan. 22, 1824.	April 20, 1821.	.....	Boston	January, 1829.
Sarah Atkins	do	do	72 00	do	do	do	.....	do	do
Hannah Adams, of S. Lun, guardian.	do	Dec. 29, 1812.	72 00	.....	.....	.....	.....	do	December, 1822.
Margaret Arundell	do	Nov. 10, 1812.	240 00	June 30, 1824 }	Jan. 22, 1824.	.....	.....	Philadelphia ..	January, 1829.
.....	do	.....	.....	July 15, 1828 }	.....	.....	.....	.....	.....
Hannah Archbold; J. A. B. Archbold appointed guardian.	do	Oct. 25, 1812.	60 00	.....	.....	.....	.....	do	January, 1822.
Mary Allen, alias Gorman.	do	July 1, 1820.	72 00	Dec. 22, 1825.	Jan. 22, 1824.	July 1, 1830.	.....	New York	January, 1829.
Mary Allison	do	June 19, 1818.	120 00	May 6, 1824.	do	Expired.	Dead.	Baltimore	March 3, 1824.
Sally Bates	do	June 1, 1815.	72 00	May 4, 1819.	do	.....	.....	Boston	June, 1825.
Hannah S. Barrett; J. Foster, guardian.	do	Jan. 15, 1815.	108 00	.....	.....	Jan. 15, 1830.	.....	do	.....
Mary P. Bartlett, Wm. C. Bartlett, her son; J. Brown, guardian	do	April 20, 1815.	108 00	June 22, 1828.	May 25, 1828.	April 20, 1830.	.....	do	July, 1828.
Sarah Brimblecomb, dead; T. Putnam, guardian of two children	do	April 20, 1816.	72 00	.....	.....	.....	.....	do	January, 1825.
Nancy Brice	do	Aug. 20, 1817.	72 00	.....	.....	.....	.....	Hartford, Conn.	July, 1822.
Elizabeth Baldwin	March 3, 1817.	April 12, 1816.	150 00	June 17, 1826.	Unknown.	June 19, 1829.	.....	New York	June 10, 1829.
Belinda Bowie	do	Sept. 1, 1815.	240 00	Dec. 22, 1825.	do	Sept. 1, 1830.	.....	do	January, 1829.
Ann Brown's minor child	1813 and 1814	Aug. 19, 1812.	72 00	May 6, 1824.	Jan. 22, 1824.	.....	.....	Philadelphia ..	.....
Jane A. Blakeley; R. Abbott, guardian.	do	April 20, 1818.	600 00	May 2, 1825.	do	April 20, 1830.	.....	Boston	July, 1826.
Harriet Barney	do	Dec. 1, 1818.	600 00	Dec. 1, 1828.	May 25, 1828.	.....	.....	Baltimore	January, 1829.
Ellen Beaves, guardian of her infant child Jane	do	Oct. 2, 1814.	120 00	July 21, 1825.	Jan. 22, 1824.	Oct. 2, 1829.	.....	do	do
Susanah Brun	do	June 1, 1818.	240 00	Aug. 2, 1828.	May 25, 1828.	.....	.....	New York	April 1, 1829.
Sarah Breckenridge	do	June 4, 1829.	300 00	.....	.....	.....	.....	Norfolk, Va.	.....
Catharine Badger	do	June 19, 1824.	114 00	June 30, 1825.	Jan. 22, 1824.	June 19, 1829.	.....	New York	January, 1829.
Abigail Cowell	do	April 18, 1814.	240 00	Aug. 12, 1829.	May 25, 1828.	.....	.....	Boston	July, 1829.
Mary Cheever, for the loss of her two sons.	Special act.	.....	.....	.....	.....	.....	.....	.....	.....
Susanah Critchett	April 12, 1814.	April 12, 1814.	100 00	During life.	April 12, 1814.	.....	.....	do	do
Mercy G. Christopher; Jos. Johnson, guardian.	1813 and 1814.	June 19, 1813.	72 00	Oct. 19, 1824.	Jan. 22, 1824.	.....	.....	do	June, 1828.
Sarah Carr; John Touchier, guardian	do	April 1, 1814.	72 00	.....	.....	.....	.....	Portsmouth ..	April, 1824.
Margaret Cummings	do	April 20, 1815.	240 00	June 28, 1825.	Jan. 22, 1824.	April 20, 1830.	.....	New York	April 23, 1829.
Dorothea Cooper	March 3, 1817.	Sept. 1, 1815.	72 00	Nov. 22, 1825.	Unknown.	Sept. 1, 1830.	.....	do	January, 1829.
Nancy Cartles; Dr. Corey, guardian	1813 and 1814.	Dec. 29, 1812.	72 00	April 4, 1825.	do	.....	.....	do	January, 1827.
Ann D. Collins	do	Sept. 11, 1814.	36 00	.....	.....	.....	.....	Philadelphia ..	.....
.....	do	Jan. 6, 1815.	108 00	.....	.....	.....	The minor being then 16 y ^r s old	Fayetteville ..	January, 1820.
Anna Maria Clunet	do	June 1, 1826.	54 00	Dec. 26, 1826	.....	June 1, 1831.	.....	Philadelphia ..	January, 1829.
Rebecca Day; Th. Jones, guardian.	do	Sept. 11, 1814.	36 00	.....	.....	.....	.....	Boston	Sept. 11, 1824.
Mary Davis	do	do	108 00	Aug. 7, 1823.	Jan. 22, 1824.	.....	.....	New York	July, 1823.
Pendope Denay	Special act of Congress.	Nov. 9, 1822.	108 00	.....	.....	Nov. 9, 1827.	By special act of Congress	do	Nov. 9, 1827.

A.—List of widows and orphans to whom pensions have been granted.—Continued.

To whom granted.	Under what law granted.	Commencement of pensions.	Annual amount.	When renewed.	Ey virtue of what law.	When expired.	If suspended, when, and the cause why, &c.	Where payable.	To what time paid.
Harriet Ann Elbert.....	Special act Congress.....	Dec. 20, 1812.	\$120 00	May 5, 1824.	Jan. 22, 1824.	.....	.....	Savannah, Geo.	January, 1829.
Mary Ford.....	1813-1814.....	April 26, 1815.	108 00	June 25, 1825.	do	April 20, 1830.	.....	Boston.....	do
Martha Flinders; H. Clark, guardian.....	do	do	108 00	.....	.....	do	.....	do	1824.
Abigail C. Fernald.....	do	Feb. 24, 1815.	72 00	Sept. 23, 1825.	Jan. 22, 1824.	do	.....	Portsmouth N.H.	July, 1829.
Lucy Flagg; minor; C. Hardy, guardian.....	do	April 20, 1815.	120 00	July 23, 1828.	May 23, 1828.	Dec. 31, 1829.	16 years of age.	Baltimore.....	January, 1829.
Mary Griffin.....	March 3, 1817.	July 1, 1820	300 00	Jan. 22, 1825.	Jan. 22, 1824.	.....	.....	Washington D.C.	January, 1827.
Sophia Grenell; S. Cooper, guardian of her daughter.....	1813-1814.....	March 25, 1818	240 00	.....	.....	.....	.....	Baltimore.....	January, 1829.
Ruth Gilbert.....	do	June 10, 1814.	72 00	July 4, 1824.	Jan. 22, 1824.	.....	.....	do	do
Sophia Gardner.....	March 3, 1817.	Sept. 1, 1817	300 00	Sept. 23, 1825.	do	Sept. 1, 1830.	.....	Boston.....	do
Sally Hery; George W. Jones, guardian.....	1813-1814.....	April 20, 1815.	72 00	June 27, 1825.	do	April 20, 1830.	.....	do	do
Hannah Hizen.....	do	March 28, 1814.	72 00	Dec. 15, 1829.	March 23, 1828.	.....	.....	do	do
Mary Hacketton.....	do	Dec. 5, 1812.	72 00	July 18, 1828.	do	.....	.....	Philadelphia.....	June 16, 1825.
Mary Ann Hill, minor; Wm. Towell, guardian.....	March 3, 1817.	June 16, 1815.	108 00	April 28, 1824.	Jan. 22, 1824.	April 24, 1829.	16 years of age.	do	January, 1829.
Sarah Hill's minor children; James Proctor, guardian.....	1813-1814.....	March 28, 1814.	60 00	Aug. 24, 1825.	do	.....	.....	do	do
Diana Hardy.....	do	Sept. 10, 1813.	60 00	Sept. 10, 1828.	March 23, 1828.	.....	.....	do	July, 1829.
Mary Hadding.....	do	Nov. 28, 1812.	108 00	.....	.....	.....	.....	Baltimore.....	July, 1819.
Sarah Hopkins, guardian of N. Nabb, son of Wm. Nabb.....	do	July 1, 1814.	72 00	.....	.....	.....	.....	Washington D.C.	January, 1829.
Heirs of Susan Hook.....	do	Aug. 24, 1814.	48 00	.....	.....	.....	.....	do	June 1, 1829.
M. Roulin Hatch.....	do	Feb. 5, 1814.	210 00	June 26, 1823.	Jan. 22, 1824.	.....	.....	Charleston, S.C.	January, 1829.
Charles A. Holcomb.....	March 3, 1817.	Feb. 29, 1814.	72 00	Jan. 11, 1825.	.....	.....	.....	Lexington, Ky.	July, 1827.
Abraham Jones, lunatic.....	1813-1814.....	April 23, 1815.	168 00	June 20, 1824.	Jan. 22, 1824.	April 26, 1830.	.....	Boston.....	January, 1829.
Maria T. Johnson.....	do	June 30, 1814.	114 00	Feb. 1, 1825.	do	.....	.....	Philadelphia.....	1822.
Hannah Lowther.....	do	April 20, 1815.	72 00	April 20, 1826.	do	April 20, 1830.	.....	Boston.....	January, 1829.
Julia M. Lawrence.....	do	June 1, 1813.	600 00	July 18, 1828.	May 23, 1828.	.....	.....	New York.....	do
Mary Lewis.....	do	Aug. 28, 1814.	35 00	.....	.....	.....	.....	Philadelphia.....	1822.
Jane Logue; John Miller, guardian to her two children.....	do	March 4, 1813.	35 00	July 10, 1824.	Jan. 22, 1824.	.....	.....	do	January, 1829.
Susan Lippincott.....	do	Sept. 23, 1825.	60 00	July 15, 1825.	Unknown	Sept. 27, 1830.	.....	do	do
Susannah Longill.....	do	Feb. 12, 1824.	120 00	do	.....	Feb. 12, 1829.	No application.	New York.....	do
Ann G. M'Collock.....	do	Aug. 24, 1814.	240 00	June 28, 1825.	Jan. 22, 1824.	.....	.....	Boston.....	do
Elizabeth Martin.....	do	Sept. 1, 1814.	120 00	Jan. 11, 1825.	do	Sept. 1, 1829.	.....	do	do
Elizabeth Manly.....	do	April 20, 1815.	72 00	June 23, 1826.	do	.....	.....	do	do
Jane Moulton.....	do	do	108 00	June 23, 1825.	do	April 20, 1830.	Died in 1829	do	do
Ann Martin.....	do	do	108 00	do	do	do	.....	do	do
Judetha Mullen, guardian of her two children.....	do	do	108 00	do	do	Expired 1830.	The heirs then of age	do	do
Elizabeth M'Kim.....	do	Nov. 27, 1814.	60 00	.....	.....	.....	.....	do	July, 1824.
Sarah Matthews.....	do	Nov. 23, 1814.	108 00	Jan. 10, 1828.	do	.....	.....	Philadelphia.....	January, 1829.

A.—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Under what law granted.	Commencement of pensions.	Annual amount.	When renewed.	By virtue of what law.	When expired.	If suspended, when, and the cause why, &c.	Where payable.	To what time paid.
Ann Midlen.....	1813 & 1814.....	Sept. 15, 1814.	\$120 00	1824.	Jan. 22, 1824.	1830.....	.....	Philadelphia.....	January, 1829.
E. Monroe, minor; Martin MacCormick, guardian.....	do.....	June 1, 1813.	72 00	May 6, 1824.	do	March 10, 1828.	Aged 16 years.....	do	.....
Eliza S. Nickerson.....	do.....	June 17, 1815.	72 00	Nov. 23, 1825.	do	.....	.....	Boston.....	January, 1829.
Charity Nicholson.....	do.....	Sept. 9, 1814.	120 00	July 5, 1825.	do	.....	.....	Washington, D.C.	do
Susan L. Osgood; Eliza Mann, guardian to her heirs.....	do.....	Aug. 8, 1813.	240 00	May 6, 1824.	do	.....	.....	New York.....	Aug. 8, 1828.
Mary Olcott; D. Shapley, guardian.....	do.....	Aug. 8, 1818.	108 00	Feb. 21, 1825.	do	June 20, 1815.	Youngest heir 16 years.....	do	Feb. 28, 1827.
Nabby Phippen.....	do.....	April 20, 1810.	108 00	June 28, 1825.	do	.....	.....	Boston.....	January, 1829.
Eliza Parker.....	March 3, 1817.	March 11, 1814.	360 00	Aug. 16, 1824.	do	March 11, 1829.	.....	do	July, 1828.
Charlotte Passenger.....	1813 & 1814.....	April 20, 1815.	72 00	.....	.....	April 20, 1830.	.....	do	January, 1819.
Nancy Patch.....	March 3, 1817.	Oct. 29, 1812.	72 00	July 21, 1828.	May 23, 1828.	.....	.....	do	January, 1829.
Heirs of S. Perkins.....	1813 & 1814.....	June 1, 1813.	60 00	Jan. 13, 1824.	Jan. 22, 1824.	.....	.....	Portsmouth, N.H.	June, 1818.
Heirs of John Place; Israel Vandyke, guardian.....	do.....	Feb. 23, 1813.	60 00	Jan. 17, 1826.	do	.....	.....	New York.....	June 25, 1827.
Nancy Riggs.....	do.....	Dec. 27, 1814.	72 00	June 17, 1826.	do	.....	.....	Boston.....	July, 1828.
Catharine Rasmussen.....	do.....	July 27, 1813.	240 00	Aug. 8, 1829.	May 23, 1828.	.....	.....	New York.....	do
Martha Rose.....	do.....	Sept. 10, 1813.	72 00	April 20, 1825.	Jan. 22, 1824.	.....	.....	Philadelphia.....	do
Heirs of M. Rankin.....	March 3, 1817.	Sept. 18, 1814.	60 00	Sept. 19, 1824.	do	.....	.....	do	January, 1829.
Nancy Simonds, heirs of; Jesse Cutler, guardian.....	1813 & 1814.....	June 1, 1813.	72 00	May 6, 1824.	do	.....	.....	Boston.....	January, 1827.
Mary Stone.....	do.....	April 26, 1815.	72 00	Nov. 22, 1825.	do	April 20, 1830.	.....	do	January, 1829.
Sarah Sisson; J. Ditchell, guardian to her daughter.....	do.....	Dec. 7, 1812.	240 00	July 14, 1824.	do	.....	.....	New York.....	Sept. 20, 1828.
Sarah Smith.....	do.....	April 16, 1814.	114 00	April 16, 1829.	May 23, 1828.	.....	.....	do	April 16, 1829.
Eleanor Smart.....	do.....	Oct. 15, 1814.	72 00	Jan. 22, 1825.	Jan. 22, 1824.	.....	.....	Boston.....	do
Mary Trainer.....	do.....	June 1, 1813.	36 00	May 29, 1824.	do	.....	.....	do	do
Sarah Town, heirs of; Wm. Alton, guardian.....	do.....	March 23, 1815.	36 00	.....	.....	March 23, 1830.	.....	New York.....	Oct. 29, 1828.
Elizabeth Trapnell.....	do.....	Sept. 10, 1813.	36 00	April 4, 1825.	Jan. 22, 1824.	.....	.....	Baltimore.....	March, 1825.
Mary Van Blake.....	Unknown.....	Aug. 24, 1814.	120 00	.....	.....	.....	.....	do	Jan. 1, 1816.
Lydia Van Horn.....	1813 & 1814.....	Oct. 16, 1814.	36 00	Jan. 10, 1825.	Jan. 22, 1824.	.....	.....	Philadelphia.....	January, 1829.
Hannah Webb.....	do.....	Jan. 1, 1815.	72 00	Oct. 4, 1824.	do	.....	.....	Boston.....	January, 1828.
Margaret Wyor.....	do.....	Sept. 11, 1814.	120 00	April 12, 1825.	do	.....	.....	do	July, 1827.
Marvel Wilcox.....	March 3, 1817.	Jan. 1, 1821.	114 00	Oct. 4, 1824.	.....	Jan. 1, 1831.	.....	New York.....	January, 1829.
Mary Wine, minor.....	1813 & 1814.....	March 28, 1814.	72 00	Jan. 11, 1825.	Jan. 22, 1824.	Expired in May 1826; the minor being then 16, according to letter of his guardian.....	.....	.....	.....
Susannah Wedge.....	do.....	Sept. 21, 1813.	108 00	.....	.....	Not entitled; died Dec. 3, 1825.	.....	Philadelphia.....	.....
Margaret Warner.....	do.....	Aug. 24, 1814.	240 00	Sept. 15, 1824.	Jan. 22, 1824.	.....	.....	Baltimore.....	January, 1829.

A.—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Under what law granted.	Commencement of pensions.	Annual amount.	When renewed.	By virtue of what law.	When expired.	If suspended, when, and the cause why, &c.	Where payable.	To what time paid.
H. Williams, minor .....	.....	May 15, 1826.	\$72 00	May 15, 1826.	Jan. 22, 1824.	Expired in 1836.	Child, 16 yrs old	Providence, R.I.	January, 1826.
Abigail Young	1813 & 1814.....	Dec. 3, 1812.	72 00	Aug. 16, 1824.	do	.....	.....	Boston.....	December, 1827.
F. W. C. Gamble.....	March 3, 1817.	Nov. 23, 1825.	240 00	.....	.....	Nov. 23, 1830.	.....	Washington, D.C.	.....
Phoebe Hamnerley.....	do	Sept. 12, 1825.	240 00	.....	.....	Expired 1828.	.....	New York.....	Sept. 12, 1828.
Maria C. Madison	do	.....	240 00	.....	.....	Jan. 1, 1830.	.....	Augusta, Ga.....	.....
Mary Smith.....	do	March 21, 1825.	60 00	.....	.....	March 21, 1830.	.....	New York.....	January, 1820.
Frances M. Lewis	do	Sept. 1, 1815.	260 00	April 9, 1826.	.....	Sept. 1, 1830.	.....	Richmond, Va.	.....
Mary Neal.....	do	do	240 00	do	.....	do	.....	do	.....
George Mcomber, son of ..	do	March 6, 1820.	240 00	.....	.....	Expired March 6, 1825, but pension allowed for five years more.	.....	New York .....	.....
Catharine Furr, heirs of; Lewis Wilcox, guardian.....	do	Sept. 1, 1815.	108 00	.....	.....	Sept. 1, 1830.	.....	do	.....
Margaret Parsells	do	Aug. 20, 1815.	120 00	.....	.....	Aug. 20, 1829.	.....	do	January, 1829.
Mary A. Springer; Eliza Scott, guardian of her two children.....	do	May 25, 1820.	240 00	.....	.....	May 25, 1830.	.....	do	do
Harriet H. Saunders	do	Dec. 7, 1816.	240 00	.....	.....	Sept. 7, 1831.	.....	Richmond, Va.	July, 1828.
Elizabeth Tarbell.....	do	Nov. 24, 1815.	600 00	Nov. 24, 1825.	.....	Nov. 24, 1830.	.....	Washington, D.C.	do
Charlotte Wares	do	Dec. 4, 1815.	240 00	.....	.....	Dec. 4, 1830.	.....	do	January, 1829.

B.

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs, December 15, 1828.*

SIR: In your report to the President, of November 27, 1828, after stating the rules adopted in granting pensions to the widows and children of officers, seamen and marines, you add, "Under other laws some pensions have been granted and renewed to the widows and children of those who have died since the war;" and you state the amount, but not the annual product or income of the navy pension fund. The Committee on Naval Affairs have directed me to ask of your Department full and detailed information as to these pensions, and their renewal, the annual income of the fund, and the charge it has paid; and especially:

1. What are the number and amount of such pensions, under what laws were they granted and renewed, to whom granted, for what cause, and when?

2. What has been the annual product or income of the navy pension fund for the last ten years, including the present? And what amount of pension money has it paid in each of those years?

3. What annual charge, in the opinion of your Department, would be created on the fund, by a re-enactment of the act of March 3, 1817, giving pensions to the widows, and to the children under sixteen years of age, of officers, seamen and marines, who should die thereafter, or should, since June 18, 1812, have died in consequence of disease contracted, or of casualties or injuries received while in the line of their duty? and whether, in the opinion of your Department, the interests of the navy or country require its re-enactment?

The committee also direct me to ask of your Department information relative to the privateer pension fund, and the pensions of widows charged thereon. Has that fund been reduced by any loss? and if so, when, from what cause, how, and to what amount? Should no addition be made to the fund, would it, in the opinion of your Department, promote the interests of the naval service to renew the expired pensions to widows, charged on that fund?

The special inquiries stated in this note are not intended to limit the information sought in the general statement of the subjects embraced in it.

Soliciting an answer as soon as may be, I am, sir, your humble servant,

MICHAEL HOFFMAN.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

NAVY DEPARTMENT, *January 26, 1829.*

SIR: It is not necessary to apologize for the delay in answering your letter of the 15th December, as you are fully apprised of the cause.

Your first inquiry is, what is the number and amount of pensions granted to widows and children of those who have died since the war, to whom granted, and for what cause, and when?

The laws passed *since the close of the war* have not been construed as confined to cases arising during the war; but deaths since the war, of persons in the service, and from the causes mentioned in the laws, have always been regarded as justifying pensions to widows and children. The pensions, then, which are referred to, were granted under all the laws which have been passed for giving and renewing pensions since the war. The doubt is, whether *upon the strict literal construction, any pension can be granted to widows and children, if the death did not occur during the war, or from wounds received during the war*; still, they have been granted.

Of these cases, there are about thirty-five. They have been granted at all times as the cases arose. What they amount to can only be told by a separate calculation of the several cases. It is believed they amount to about \$6,366 annually. See paper A.

The causes are, deaths of the fathers and husbands, occasioned by the causes mentioned in the laws.

In answer to the second inquiry, the annual product of the pension fund has been annually stated in the reports to Congress, as will be seen by reference to the documents.

The product of the past year appears in the register's statement herewith, marked B and C. The product has varied as the amount of the fund has varied.

On the third inquiry, it is impossible to anticipate the burden which would be created by a renewal of the law of 1817. There are cases of a good deal of interest, which exist under the law of 1817; and if the law could be so guarded as not to make it too general, so as to embrace all who die in the service, it would be useful to renew it. It should be confined to special cases of hardship. There is no reason why ordinary deaths in the service should give pensions, any more than ordinary deaths in civil office.

I do not perceive that I can, without special inquiry from you, give any information respecting the privateer pension fund, which is not embraced in my report to the President. The fund has not been diminished by any losses. See my letter to you of 21st of February, 1828, document House of Representatives No. 244.

If no addition is to be made to the fund, I think it would not promote the public interest to renew the pensions to widows. They have already enjoyed considerable benefit from the fund; and if the balance is to be expended either on them or the seamen who have been actually wounded and still survive, the latter ought to have the benefit. Between the two, they ought to be preferred.

The annual report of the pensions, which will afford you much information, has been sent to the House.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

A.

The subjoined list contains, it is believed, all the names which (under the construction placed on the laws of 1824 and 1828) must be left off the rolls of widowed pensioners. They constitute a class of cases originating from causes *not occurring during the late war*, but equally, if not better entitled to the benefits

of that fund, to the creation and increase of which the services of those husbands were constantly devoted, and to which services their lives were the voluntary and almost certain sacrifice.

No.	Pay per annum.
1. Susan Harraden.....	\$360 00
2. Margaret Cummings.....	72 00
3. Anne Hardin.....	72 00
4. Belinda Bowie.....	240 00
5. E. M. Shubrick.....	240 00
6. F. M. Lewis.....	360 00
7. Mary Neale.....	240 00
8. Catharine Carpenter.....	72 00
9. Catharine Badger.....	114 00
10. Eliza Cunningham.....	120 00
11. Eliza Cocke.....	240 00
12. Eliza Cassin.....	240 00
13. Anne M. Clunet.....	54 00
14. Eliza Cooper.....	54 00
15. Ellen Dix.....	300 00
16. Penelope Denny, (special law expired).....	108 00
17. C. Davis.....	72 00
18. Lavinia M. Edgar.....	150 00
19. Catharine Fary.....	108 00
20. Eliza Grayson.....	240 00
21. F. W. C. Gamble.....	240 00
22. Phoebe Hammersley.....	240 00
23. E. Joscelyn.....	114 00
24. Susanna Longill.....	120 00
25. Susanna Lippincot.....	60 00
26. Eliza Maury.....	240 00
27. Eliza Madison.....	240 00
28. Margaret Navarro.....	120 00
29. Eliza L. Pearce.....	240 00
30. Phoebe Reynolds.....	120 00
31. Isabella R. Searcy.....	240 00
32. Harriet Saunders.....	240 00
33. M. Smith.....	60 00
34. E. Tromp.....	36 00
35. Eliza Tarbell.....	600 00
Aggregate annual amount.....	\$6,336 00

CONGRESS OF THE UNITED STATES, in the House of Representatives, January 30, 1829.

Resolved, That the Secretary of the Navy be directed to lay before this House—

1st. A list of the pensions, if any, which, since the repeal of the act of March 3, 1817, by the second section of the act of January 22, 1824, have been granted to the widows and children of officers, seamen, and marines, who, since the war have died in the naval service, of disease contracted, or of casualties or injuries received, while in the line of their duty; the annual amount of such pension, and when granted.

2d. A list of all such persons as are alluded to by the Secretary of the Navy, in his report to the President of the United States, of November 27, 1828, where he says, "Under other laws, some pensions have been granted and renewed to widows and children of those who have died since the war;" setting forth in each case the cause of death, and whence that cause arose, accrued, or happened, the time of the death, the annual amount of the pension, and, if renewed, then under what act, and when the renewal took place.

3d. A list of the applications for pensions, chargeable on the said fund, where the death of the officer, seaman, or marine, since the late war, arose from disease contracted, or from casualties or injuries received, while in the line of his duty, and which applications have been rejected or refused; the annual amount of the pension to which the applicant would have been entitled, under the act of March 3, 1817, and the time of making of every such application.

Attest:

MW. ST. CLAIR CLARKE, Clerk of House of Representatives.

CONGRESS OF THE UNITED STATES, in the House of Representatives, February 3, 1829.

Resolved, That the Secretary of the Navy be directed to report to this House, in relation to the navy pension fund—

1st. A statement of the stocks and money belonging to the fund, and the value of such stocks, other than those of the funded debt of the United States, on the 31st day of December, 1828.

2d. And the following statements, giving the aggregate of the last fifteen years, and exhibiting the amount in each year:

1. Of the moneys received from the sale of prizes.

2. Of the annual product or income of the fund.
 3. Of the losses sustained by the fund, when they accrued, and the cause and amount of each loss, considering the purchase of any stocks above, or the sale thereof below, the nominal value, as a loss, to the amount of the premium or discount paid, and the commission paid for making such purchase or sale.
 4. The amount of pensions actually paid by the fund.
 5. The amount of moneys paid, other than pensions, and for what purposes.
 6. The account of the treasurer of the fund, for the year 1828.
 7. The annual statement of the commissioners of the fund, for the year ending December 31, 1824, and the cause why the same has not been heretofore transmitted to this House.
- Attest:

MW. ST. CLAIR CLARKE, *Clerk of House of Representatives.*

CONGRESS OF THE UNITED STATES, in the House of Representatives, February 11, 1829.

Resolved, That the Secretary of the Navy be directed to report to this House—

1st. A statement of the pensions to the widows and children of officers, seamen, and marines, alluded to by him in his report to the President of the United States, dated November 27, 1828, where he says, "under other laws, pensions have been granted, and renewed, to widows and children of those who have died since the war," specifying, in each case, the person to whom granted; the time of the death of the officer, seaman, or marine; the cause of such death, and the time when such cause arose, accrued, or happened; when, and under what law, the pension was first granted; the annual amount thereof; and, if renewed, then when, and by virtue of what law, each renewal thereof was effected; and, if expired, the time when the pension expired; and, if suspended, then when suspended, and the cause why suspended.

2d. A list of the pensions, if any, which, since the repeal of the act of March 3, 1817, by the second section of the act of January 22, 1824, have been granted to the widows and children of officers, seamen, and marines, who, since the war, have died in the naval service of disease contracted, or of casualties and injuries received, while in the line of their duty; specifying the like particulars, in each case, as are required in the first above statement.

3d. A list of all the pensions granted under the act of March 3, 1817, before the repeal thereof, specifying the like particulars, in each case, as are required to be given in the first above statement.

Attest:

MW. ST. CLAIR CLARKE, *Clerk House Representatives U. S.*

NAVY DEPARTMENT, February 17, 1829.

SIR: I am very desirous of furnishing a satisfactory answer to the last resolution offered by you, on the subject of pensions, but am greatly at a loss in what mode to accomplish it, as my former answer seems to have been unsatisfactory. I would call, and converse with you on the subject, but my health yet forbids it. May I ask the favor of you to call on me this evening, or to-morrow morning, for a few minutes.

If I comprehend all the points on which information is desired, I fear it will be impracticable to afford it in time to act upon the subject at all during this session.

I am, respectfully, &c., &c.,

SAMUEL L. SOUTHARD.

Hon. Mr. HOFFMAN, *Chairman Naval Affairs.*

WASHINGTON, February 19, 1829.

SIR: Last evening I found on my table your note of the 17th instant. I would have called as you requested, but the papers relative to the navy pension fund were at the House, and without them I could not explain the necessity I feel, for an answer to *all* the particulars called for by the resolution of the 11th inst. I proceed, as briefly as may be, to state the reasons why I deem that information necessary. In your report to the President, of November 27th, 1828, you state the rules of construction adopted in granting and extending pensions under the acts of March 3d, 1817, of January 22d, 1824, and May 23d, 1828; you say that "since the repeal," (by the act of 1824, of that of 1817) "deaths by disease, casualty, or injury, have not been considered causes for granting pensions to widows and children, *except in cases where the death occurred during the last war.*" Applications, which have been numerous, have heretofore been *uniformly* refused, except in the cases specified." You afterwards add, "under other laws, some pensions have been granted and renewed to the widows and children of those who have died since the war." From these expressions, I was led to suppose that the "*other laws*" alluded to were other than those of 1817, 1824, and 1828. On referring to the act of 1828, I found that it extended not only such pensions as had been granted for five years in the cases specified in it, but *all other pensions chargeable on that fund, to widows and children, for whatever cause granted, which any former law had extended, for a term of five years.* I saw, too, that neither the act of 1817, nor 1824, granted any pension; they merely extended pensions already granted. With these impressions, my note of the 15th December, 1828, was written. Your answer, dated January 26th, 1829, and received next day, was probably made out during your illness; and I beg leave to call your attention to it. In answer to my inquiry, as to the number and amount of the pensions alluded to in your report, as granted under *other laws*, they are stated to be about *thirty-five*, amounting to \$6,366 per annum; and a list of them is given, which contains only the names of the pensioners and the amount of each pension. To my inquiry, under what laws these pensions had been granted and renewed, it is replied that "the pensions referred to were granted under *all* the laws which have been passed for giving and receiving pensions since the war. They have been granted at all

times, as the cases arose." To that part of the inquiry which asked the causes for which these pensions were granted, and when, it is stated, "the causes are deaths of the fathers and husbands, occasioned by the causes mentioned in the laws." The same answer informs me that "the annual product of the pension fund has been annually stated in the reports to Congress, as will be seen by a reference to the documents." This answer by no means contains the information sought; while it contradicted the rule stated in the annual report, it furnished no information to enable the committee to judge whether any error had been committed; or, if any, in the construction of what law it had arisen. With the aid of some of my colleagues in the committee, the annual reports of the commissioners of the navy pension fund were referred to, for several successive years. A brief reference to the nature of that report will satisfy you that it contains little of the desired information. By the 10th section of the act of April 23d, 1800, this report is required to contain "*a minute statement*" of the proceedings of the commissioners, relative to the fund. The first paper accompanying it is a list of the pensions on the first day of the year, with the monthly and annual amount *prospectively estimated*. But the pension money *really accrued during the present year*, then ended, is not stated; nor can it be ascertained from the statement. Nor does it appear when the pension was granted or renewed; or under what law; or for what cause granted; or when that cause accrued. The operation, therefore, of *any one act, cannot be ascertained from it by the most laborious examination and comparison*. Another of these papers is a list of the warrants drawn on the treasurer of the fund. In some cases, this specifies the *purpose* for which the money was drawn; in others it does not; and in none can I find any statement of the money *actually paid for pensions* or other charges. So imperfect are these papers, that it is impossible to ascertain from them whether the accountant of the treasury or the secretary of the commissioners has been paid the salary allowed him by law and charged upon the fund. The statement of bank stocks for 1828 shows the amount of dividends received; but, until this year, does not show what dividends have been received, nor does any one of the papers show whether the stocks be of any, or what value. The list of national debt stocks belonging to the fund, is not so defective as some of the papers. It exhibits the amount of the stocks at the end of each year, and the *actual interest* received; it states the stocks redeemed or reimbursed, and the amount purchased. In some cases the time of these transactions is not stated, and it cannot be seen how long or what amount of the moneys of the fund *lay uninvested*, or in whose hands it was during such periods. By the statement for 1828, it appears that more than \$250,000 lay *uninvested* for six months, from the 1st July to the 31st December, 1828, without any explanation of the cause, or in whose hands the money lay idle. In no one of these statements can I find what premium or commission was paid on the purchase of any of these stocks.

The account of the treasurer of the fund does not always accompany the report; and when it does, however correct it may be as to his mere liability, it is quite defective in detailed information. In some of these, I observe that he receives money from the commissioners or their secretary, and sometimes from other persons, without specifying the source from which the money is received. Since the act appointing him, it seems to me inexplicable how the money of the fund can come into the hands of the commissioners. The defects in your answer to the resolution of January 30, 1829, are, in part, attributable to my unskillfulness in drawing; and, in part, to an error of the clerk, by converting *when into whence*. The third statement made by you, is defective from the cause you mention; and I cannot, from that statement, learn the probable operation of the act of 1817. In your report to the President, it was stated that, "since the repeal" of the act of 1817, "deaths by disease, casualty, or injury, have not been considered causes for granting pensions to widows and children, *except where the death occurred during the late war*."

In your report to the House, of February 5th, 1829, you appear to contradict this, by stating that the five pensions on the list No. 1, amounting to \$582 per annum, have been granted since the repeal of the act of 1817, *because the death had happened before*. And in list No. 2, I find that a pension of \$120 was granted to Susannah Longill, on the drowning of her husband, February 12th, 1824. This, unexplained, appears to be without any authority of law. All the other deaths in list No. 2 appear to have happened before, or while the act of 1817 was in force; but the time when the cause of the death occurred is not stated, because the resolution was so copied as to ask *whence* it occurred. And when I drew the resolution it escaped my mind to ask for the law under which the pensions were granted. It is necessary to know it, in order to explain your answer to my note on the subject, and to enable the committee to understand the operation of the pension laws, and especially the act of 1817.

I have labored with industry to ascertain the present state of the fund and its past progress, to enable me to determine whether any, and what, measures are necessary to save it from losses and to increase its income. I have sought to ascertain the operation, in practice, of the several acts granting navy pensions to widows and children, and the acts renewing them, and especially, the operation of the act of 1817. I have been almost entirely unsuccessful. After deliberate consideration, it appears to me that *all* the particulars called for by the last resolution are indispensable. From the imperfect knowledge I have on the subject, I believe error has taken place in granting or renewing pensions, and that the fund, by depreciation of bank stocks, by commissions and premiums for the purchase of stocks, and by the moneys of the fund at times lying idle, has sustained considerable losses, against the recurrence of which, provision should be made. Nothing, it appears to me, can enable the committee to determine whether the act of 1817 should be re-enacted or not, but the information sought by the resolution of the 11th instant. And I hope it will not be delayed till so late a day that the subject cannot be acted on.

I suggest the propriety of transmitting each list as soon as made out; and in the same manner as to the statements called for in relation to the finances of the fund, called for by a resolution of the House, passed some time since, on motion of Mr. Miller.

With esteem and respect, I am, sir, your obedient servant,

MICHAEL HOFFMAN.

HONORABLE SAMUEL L. SOUTHARD, *Secretary of the Navy*.

HOUSE OF REPRESENTATIVES, February 20, 1829.

Sir: On a reference to your statements in relation to the navy pension fund, prepared in obedience to a resolution of the House of Representatives, passed 3d February, 1829, I discover the following defects. The fourth statement gives the aggregate amount of pensions paid by the funds for fifteen years, ending December, 1828; but does not state the amount in *each year*, as required by the resolution.

The same observation applies to the fifth statement. On search, since the resolution was passed, no report can be found whereby to ascertain the state, condition, and amount, of the *stocks* and *moneys* of the fund, at the close of the year 1813. I must therefore solicit a statement, in conformity to the requisitions of the resolution, of the amount of *each of the aggregates* Nos. 4 and 5, for each of the fifteen years. If these cannot be given, then I would ask a statement of the stocks and moneys of the fund at the close of the year 1813. Each of these statements would be a convenience to the committee, but one of them is indispensable to make the detailed information, already given by you, of practical utility. This favor is solicited at as early a day as possible.

I must also ask a statement of the moneys of the fund which had arisen from the reimbursement or redemption of the stocks of the fund, or interest or dividends on them, or from sales of prizes paid into the fund, and not included in the warrants or balance specified in the account of the commissioners of the fund for 1828 with their treasurer, and which remained uninvested in stocks on the 31st day of December, 1828; the cause why such moneys were not invested; in whose hands they have been, and for how long a time; and in whose hands they now are.

With sincere respect, I am, sir, your obedient and humble servant,

D. H. MILLER.

HOB. SAMUEL L. SOUTHARD, *Secretary of the Navy Department.*

HOUSE OF REPRESENTATIVES, February 23, 1829.

Sir: The clerk has furnished the annual report of the commissioners of the navy pension fund for 1813. At the close of that year, and the beginning of 1814, the navy pension fund, consisting of United States stocks, bank stocks, and money paid in and unexpended, amounted to \$328,674 13

Since that time, in fifteen years, to the beginning of 1829, there have been added to the fund, as per your statement—

From the sale of prizes.....	\$451,694 51	
Dividends and interest	709,181 93	
Gain in 1814 on purchase of stocks	50,814 43	
		1,211,690 87
Total		\$1,540 367 00

During the same fifteen years, there have been paid by the fund, as per your statement—

For pensions.....	\$465,609 83	
Other charges.....	12,102 85	
Losses in buying stocks above par.....	19,112 60	
		496,825 28

1829, January 1. Amount of the fund unexpended.....	\$1,043,541 72
In your report to the President, of November 27, 1828, you say "the navy pension fund now amounts to about"	900,652 15

Leaving a <i>deficit</i> unaccounted for, of	\$142,899 58
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The time when this deficit occurred cannot be stated, because, in your answer to the resolution of February 3, 1829, the accountant of the navy refuses or neglects to state the annual amounts of the pensions and other charges paid by the fund. If the amount of the fund, January 1, 1829, of \$1,043.52, be compared with the stocks and moneys belonging to the fund, as stated in the annual report of 1828, the deficit will be found to be much greater.

1829, January 1. United States stock belonging to the fund.....	\$613,032 96	
Bank stocks, <i>solvent and insolvent</i>	129,102 00	
Balance in the hands of the treasurer of the fund.....	7,583 17	
		749,710 13

1829, January 1. Leaves a <i>deficit</i> , not accounted for, of	\$293,823 59
If the <i>insolvent</i> bank stock, owned by the fund, which cost.....	\$99,502 60
Be added to what you state the fund to have been in November last.....	900,652 14

The nominal amount of the fund would be.....	1,000,154 74
From this deduct the amount of its moneys and stocks, as stated per report for 1828....	749,718 13

\$250,436 61

By the annual report for 1828, and the commissioners' account for that year, it appears that the balance in the hands of the treasurer of the fund, at the close of 1827, was.....	\$15,253 21
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There accrued to the fund in 1828—

Bank dividends.....	1,590 00
Interest on United States stocks	39,588 46
United States stocks reimbursed July 1, 1828	281,384 72

From this amount of.....	\$337,816 39
Deduct the debits in the commissioners' account with their treasurer, including \$7,583.17, a balance, and \$11,000 drawn for purposes other than paying pensions.....	55,044 17

And there will be left a deficit, not accounted for, of.....	<u>\$282,772 22</u>
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This amount appears to have been uninvested from July 1st to December 31, 1828, six months; and the income of the fund for 1828, is \$6,950.48 less than for 1827.

These several matters require explanation. I scarcely know how to make specific inquiries, which would call out the whole truth in reply. I ask detailed information, and such as will enable me to judge of the present condition of the fund, and the causes which have produced the apparent differences above alluded to, and the persons, if any, chargeable with the moneys which appear to be lost to the fund, and with its use while uninvested.

The best and fullest explanation in the power of the Department to give on these subjects is respectfully solicited in time to enable the committee to make a report on Wednesday morning. Perhaps I ought to state why I suppose these moneys to be lost to the fund. The resolution of February 3, 1829, called for the "moneys" as well as the stocks belonging to the fund. In your answer you state only the stocks, and tacitly refuse to answer as to the moneys, except in so far as they appear to be \$7,583.17, stated as the balance in the account of the commissioners of the fund.

In the report for 1826, when the stocks had become reimbursable, but the money had not, in fact, been paid over by the Treasurer of the United States to the fund, the fact is stated, and the stocks so reimbursable are computed and stated as stocks belonging to the fund. I have, therefore, been forced to believe that the moneys of the fund, certainly to the amount of \$142,899.58, and probably to \$293,823.50, have been in some way lost to the fund. If I am mistaken, and if they, or any part of them, are in the hands or use of any person, I desire to know in whose hands or use; when did he receive them; of whom, how, for what purpose; by what authority; and how long has he had them?

With the greatest esteem, I am, sir, your humble servant,

MICHAEL HOFFMAN.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

WASHINGTON CITY, Feb. 23, 1829.

Sir: On the following points I must solicit information of you, as Secretary of the Treasury and one of the commissioners of the navy pension fund.

Were there any moneys in the Treasury of the United States, belonging to the navy pension fund, not paid over to the treasurer of the fund, on the 31st December, 1828? If so, what sums? when did they respectively become due to the fund? and for what, or on what account, did they become due to the fund? and why have they not been paid over? In whose hands, if any, have they been, and for whose use? and why have they not been invested in productive stocks for the use of the fund? Without intending to limit your answer, I make these inquiries particularly as to \$281,384.72, which arose from the United States stocks belonging to the fund, and which became reimbursable July 1, 1828; and which amount, though not accounted for, has been deducted from the stocks belonging to the fund. An immediate answer is desirable.

With the greatest esteem, I am, sir, your humble servant,

MICHAEL HOFFMAN.

To the SECRETARY of the Treasury.

TREASURY DEPARTMENT, February 26, 1829.

Sir: I had the honor to receive your letter of the 23d instant, and, for reply, beg leave to refer you to the enclosed letter of the Register of the Treasury, which contains all the information that this Department has it in its power at this time to furnish under the inquiries contained in your letter.

I have the honor to be, very respectfully, sir, your most obedient servant,

RICHARD RUSH.

Hon. M. HOFFMAN, *Chairman Com. on Naval Affairs, H. R.*

TREASURY DEPARTMENT, *Register's Office*, Feb. 25, 1829.

Sir: I have the honor to state that the money belonging to the navy pension fund on the 31st December, 1828, and which, on that day, had not been received by them, amounted to \$281,384.72; being for six per cent. stock, which became payable on the 1st July, 1828. For this sum, funds had been placed in the United States Branch Bank in Washington, applicable to its payment, upon the surrender of the certificates of stock. These funds remained in bank until the 17th instant, when the said sum of \$281,384.71, together with \$246,257.27, being the amount of six per cent. stock payable on the 1st of January last, was paid over to the treasurer of the fund; and, on the same day, these two sums, making together \$527,641.99, were drawn out of the treasurer's hands, and placed in those of the secretary to the commissioners of the navy pension fund. Of the reinvestment of these sums, permit me to say, the records of this office furnish no information. The cashier of the Branch Bank, however, informs me that stock has been furnished by the bank equal to the amount, excepting the sum of \$2,377.07, which sum remains in bank to the credit of the secretary of the board of commissioners.

I have the honor to be, sir, your obedient servant,

JOSEPH NOURSE, *Register.*

Hon. RICHARD RUSH, *Secretary of the Treasury.*

HOUSE OF REPRESENTATIVES, February 27, 1829.

Sir: I can find but a few interrupted minutes in which to peruse your intended letter to me. I call your attention to a few of its errors.

My remarks in relation to the defects of the annual report of the commissioners were no' confined to that of 1828, but were intended to apply to the reports, as usually made. You have referred me to it in your note of January 26, 1829, for information, which, for these defects, it does not contain, and which cannot be stated from it.

The peculiarities of the report for 1828 are, that it states, for the first time, the *bank dividends*, and shows a *deficit* in the stocks and moneys of the fund of more than \$250,000, which, I learn from Mr. Hay, is entirely erroneous. Your intended answer appears to me to be erroneous in several places, where it supposes my statements of the defects in the annual report to have especial or exclusive reference to that for 1828, and its papers.

By the credits in the commissioners' accounts with their treasurer, and the stock list, it appears that the moneys of the fund, arising from the reimbursement of the stock, are, at times, in the hands of the commissioners. I had supposed this only so in point of *form*; but, in some instances, I think it must have been so in point of *fact*, as corresponding amounts appear to have been reinvested in stocks without ever having been carried into that account.

In your former letter to me, you stated the "*other laws*" alluded to by you were passed *since* the war; and, in your intended answer, you propose to say that they were the acts of 1813 and 1814—of course, passed *during* the war. This error is deserving of correction, if the facts will admit of it.

I cannot suppose that any of the particulars called for by the resolution you allude to could be deemed immaterial in *granting* these pensions. They are granted on deaths caused by particular circumstances, which happened at a particular time. The time, if the death is natural, because the pension should commence at or after that time. The time when the cause of the *death* accrued is material, because it must have been when the deceased was in the naval service. The nature of the cause of the death is natural, because no acts granted a pension for mere ordinary death *in the service*. By the acts of 1813 and 1814, he must have died by reason of a *wound* received in the line of his duty.

I am therefore of opinion that that part of your intended letter, which speaks of some of these as immaterial circumstances, should be corrected, so as to be conformable to the special requisites of the acts granting these pensions.

I wish the answer to be made as perfect as possible, with a view to aid future legislation on the subject of the fund, and the pensions chargeable on it, and I regret I have not more time to examine it.

With sentiments of the greatest esteem, I am, sir, your humble servant,

MICHAEL HOFFMAN.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy*.

For the letter of the Secretary of the Navy, dated February, 1829, in reply to requisitions contained in the foregoing, with the report of the Register of the Treasury thereon, and the report of the chairman of the Committee of the House of Representatives on Naval Affairs, made March 2, 1829, reference is respectfully requested to be made to the printed documents published by order of the House, and contained in the antecedent Nos. 390, 392, 393.

Statements in relation to the navy pension fund, prepared in obedience to a resolution of the House of Representatives, passed February 3, 1829.

	Nominal.	Cost.
<i>First.</i> Amount of stocks belonging to the fund on the 31st December, 1828, (to wit) United States stocks, as appears by the annual report of the Register of the Treasury, unredeemed		\$613,032 96
Columbia Bank stock	\$92,600 00	99,502 60
Washington Bank stock	14,000 00	14,260 00
Union Bank stock	15,000 00	15,340 50

The price current of stocks of the District quotes the—

Washington Bank stock at		
Union Bank stock at		
United States stock, reimbursed on the 1st July, 1828, but not re-invested until 17th February, 1829, carrying interest from the 1st January, preceding		281,384 72

And the following statements giving the aggregate of fifteen years, from the 1st January, 1814, to 31st December, 1828, inclusive:

1. Of moneys received from the sale of prizes, to wit:

In 1814	150,367 45	
In 1815	44,347 15	
In 1816 (none)		
In 1817	13,609 49	
In 1818 (none)		
In 1819	174,848 01	
In 1820	8,013 28	
In 1821 (none)		
In 1822	634 20	
In 1823 (none)		
In 1824	53,374 88	
In 1825	4,297 55	
In 1826		
In 1827	2,202 50	
In 1828 (none)		

2. Balance in the hands of the Treasurer, per report		451,694 51
3. Amount of balances due from agents for paying pensioners, as per navy pension books, (see abstract A.)		7,583 17
4. Amount due from Stockton and White, late agents, (see abstract A.)	\$61,508 13	
	1,093 25	

Second. Of the annual product or income of the fund, being interest and dividends of stocks, to wit:

	Interest.	Dividends.	Total.
In 1814	\$21,340 37	\$10,052 00	\$31,392 37
In 1815	28,978 01	10,277 00	39,255 01
In 1816	32,589 08	.....	32,589 08
In 1817	40,491 08	11,662 00	52,153 08
In 1818	49,313 32	7,908 00	57,221 32
In 1819	46,566 42	11,140 00	57,706 42
In 1820	46,109 65	6,220 00	52,329 65
In 1821	47,118 27	6,220 00	53,338 27
In 1822	48,285 50	4,368 00	52,653 50
In 1823	49,016 10	.....	49,016 10
In 1824	46,339 94	.....	46,339 94
In 1825	47,221 31	2,385 00	49,606 31
In 1826	45,892 24	1,590 00	47,482 24
In 1827	45,089 06	2,430 00	47,519 06
In 1828	39,643 58	926 00	40,569 58
See statement marked B	\$633,793 93	\$75,178 00	\$708,971 93

Third. Of the losses sustained by the fund, considering the purchase of any stocks above, or the sale thereof below the nominal value, as a loss to the amount of the premium paid, and the commission for making such purchase—

	Commission.	Nominal.	Cost.
In 1814 .....	.....	\$300,814 43	\$250,000 00
In 1815	\$714 84	139,578 80	142,968 26
In 1816 .....	.....	.....	.....
In 1817	253 75	100,000 00	101,500 00
In 1818	693 00	66,000 00	69,300 00
In 1819	825 48	99,709 20	102,572 00
In 1820 .....	.....	20,493 86	22,000 00
In 1821 .....	.....	22,790 09	25,000 00
In 1822 .....	.....	13,378 89	14,000 00
In 1823 .....	.....	8,571 42	9,000 00
In 1824 .....	.....	11,303 77	12,000 00
In 1825 .....	.....	23,354 78	24,500 00
In 1826 .....	.....	13,942 29	14,500 00
In 1827	547 08	144,113 29	146,834 90
In 1828 .....	.....	11,138 61	11,250 00
.....	\$3,034 15	\$975,189 43	\$945,425 16

Nominal amount.....	\$975,189 43
Cost	945,425 16

In favor of the fund.....	\$29,764 27
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The Columbia Bank stock considered a loss to the fund for \$99,502.60.

Fourth. The amount of pensions paid by the fund for fifteen years, ending 31st December, 1828, so far as accounts had been received and settled, to wit:

In the year 1814.....	\$228 00
In the year 1815.....	11,664 70
In the year 1816.....	13,978 40
In the year 1817.....	31,713 32
In the year 1818.....	22,012 51
In the year 1819.....	40,167 29
In the year 1820.....	21,898 50
In the year 1821.....	52,395 00
In the year 1822.....	19,049 49
In the year 1823.....	48,261 71
In the year 1824.....	22,139 01
In the year 1825.....	62,140 82
In the year 1826.....	21,191 42
In the year 1827.....	54,902 85
In the year 1827.....	23,866 82
.....	\$465,609 83

Fifth. The amount of moneys paid, other than pensions, for the last fifteen years, ending 31st December, 1828, (see abstract marked C,) to wit:

In the year 1814.....	\$4 56
In the year 1815.....	948 08
In the year 1816.....	1,013 87
In the year 1817.....	1,814 28
In the year 1818.....	815 78
In the year 1819.....	3,873 19

In the year 1820.....	\$285 99
In the year 1821.....	514 81
In the year 1822.....	443 55
In the year 1823.....	540 23
In the year 1824.....	474 25
In the year 1825.....	682 00
In the year 1826.....	669 30
In the year 1827.....	1,072 90
In the year 1828.....	500 00
	<u>\$13,602 79</u>

A.

Abstract of balances standing to the debit of sundry agents on the books of the navy pension fund, December 31st, 1828, to wit:

The president of the Bank of the United States, Philadelphia.....	\$4,993 13
The president of the Branch Bank of the United States, Cincinnati, O.	484 00
The president of the Branch Bank, Savannah, Ga.....	739 00
The president of the Branch Bank, Portsmouth, N. H.....	780 00
The president of the Branch Bank, Providence, R. I.....	538 06
The president of the Branch Bank, Hartford, Ct.....	1,033 38
The president of the Branch Bank, Boston, Mass.....	12,250 37
The president of the Branch Bank, New York.....	25,199 09
The president of the Branch Bank, Baltimore.....	10,008 49
The president of the Branch Bank, New Orleans.....	209 59
The president of the Branch Bank, Norfolk.....	1,548 95
The president of the Branch Bank, Lexington, Ky.....	292 00
The president of the Branch Bank, Fayetteville, N. C.....	243 88
The president of the Branch Bank, Charleston, S. C.....	896 58
The president of the Branch Bank of Delaware, New Castle.....	240 00
George Macdaniel, (special agent,) D. C.....	2,101 41
	<u>\$61,508 13</u>

The outstanding balances, above stated, with the exception of the last, were probably, in a great measure, merely nominal, payments having been made to a large amount on accounts forwarded by the agents, and which lay unsettled in the hands of the clerk.

The following balances, which have accrued subsequent to the year 1813, stand on the books, the parties noted as insolvent, viz:

John Stockton, late commissioner of loans, Delaware.....	\$81 07
William White, Pennsylvania.....	1,021 18
	<u>\$1,093 25</u>

B.

A statement exhibiting the amount of dividends on bank stocks belonging to the navy pension fund, which have accrued in the fifteen years commencing on January 1, 1814, and ending December 31, 1838, to wit:

	Bank of Columbia.	Union Bank of Georgetown.	Bank of Washington.	Total.
In the year—				
1814.....	\$6,432	\$1,800	\$1,820	\$10,052
1815.....	6,432	2,025	1,820	10,277
1816.....				
1817.....	7,312	2,250	2,100	11,662
1818.....	5,008	1,500	1,400	7,908
1819.....	7,660	1,800	1,680	11,140
1820.....	4,630	750	840	6,220
1821.....	4,630	750	840	6,220
1822.....	2,778	750	840	4,368
1823.....				
1824.....				
1825.....		1,125	1,260	2,385
1826.....		750	840	1,590
1827.....		750	1,680	2,430
1828.....	926			926
Total.....	\$45,808	\$14,250	\$15,120	\$71,178

The dividends on bank stocks which accrued in 1816 were received in that year by the late agent (B. Homans, deceased), but were not paid over until 26th June, 1817. Those due for the Union Bank stock, 1st April, 1823, \$375.00, and for Washington Bank stock, 30th April, 1823, \$420.00, were received by the same agent, but not paid over. They are charged to his account. In January, 1825, his son, B. Homans, paid \$200.00; the balance (except \$18.23 credited for salary) still remains due.

In 1825, Charles Hay, his successor, paid \$1,590.00, which was received by him in June, 1824, for Union and Washington Bank dividends.

In 1826 Charles Hay received \$1,590.00 for dividends from the same banks, which he failed to pay over. It is charged to his account, on which there is a balance against him of \$125.78, exclusive of \$3,376.32 retained by him for commissions on the purchase of stocks.

In 1827, B. Homans (son of the late B. Homans) received \$840.00 for two half-yearly dividends on Washington Bank stock, ending 30th April, 1827, by order of the Secretary of the Navy, which he omitted to pay over. The amount is charged to his account, on which there is a balance against him of \$372.87.

In 1828, George Macdaniel collected, by order of the Secretary of the Navy, \$926.00 from the agent of the Bank of Columbia, being for six months' unclaimed dividends due 20th March, 1823. This sum not having been paid over, is charged to his account, on which there is a balance claimed of \$1,251.08.

Two surplus dividends of \$700 each, declared by the Bank of Washington in June and August, 1817, do not appear on the books of the navy pension fund. From the bank return, the late B. Homans received the first, but to whom the second was paid does not appear.

Recapitulation.

Two surplus dividends declared by the Bank of Washington in 1817 not accounted for.....	\$1,400 00
Benjamin Homans, deceased, due from him, balance of account.....	576 77
Charles Hay, due from him, balance of account.....	125 78
B. Homans (son of B. Homans, deceased) due from him, balance of account.....	372 87
George Macdaniel, due from him, balance of account.....	1,251 08

Retained from the fund by late agents.....	\$3,726 50
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C.

Abstract of payments made from the navy pension fund, other than pensions, from the 1st January, 1814, to 31st December, 1828, inclusively, to wit:

1814.			
Jan.	Commission allowed Theo. Armistead, on \$120, paid W. Howell, for navy pension, at 2 per cent.....	\$2 40	
Dec.	Commission allowed James Ewell, on \$108.....	2 16	
			\$4 56
1815.			
Sept.	Commission allowed to Edward Hall, on \$1,605.65.....	\$32 10	
	Commission allowed to Benjamin Austin, on \$4,529.11.....	90 56	
	Commission allowed to William Gardiner, on \$234.....	4 68	
	Commission allowed to Thomas Nelson, on \$203.67.....	4 10	
	Commission allowed to John Bull, on \$537.77.....	10 75	
	Commission allowed to William White, on \$3,827.05.....	76 51	
Oct.	Commission allowed to Christopher Ellery, on \$312.25.....	6 24	
	Commission allowed to R. Habersham, on \$234.....	4 68	
	Commission allowed to Thomas Lehre, on \$145.20.....	2 90	
Dec.	Commission allowed to James Ewing, on \$36.....	72	
	Commission allowed to George Macdaniel, for purchase of 6 per cent. stock of 1814 and 1815, \$33,968.26, and Columbia Bank stock, \$9,000, at $\frac{1}{2}$ per cent.....	714 84	
			948 08
1816.			
June.	Commission allowed to George Macdaniel, on \$3,415.89, paid navy pensioners, at 2 per cent.....	\$68 32	
	George Macdaniel, for amount payments to B. Homans, and others, per statement 219, viz:		
	To B. Homans, for his salary as secretary to the commissioners, at \$250 per annum, from 1st Oct., 1813, to 31st March, 1816, inclusive.....	\$625 00	
	To Chas. W. Goldsborough, for salary to 9th March, 1813..	46 58	
	To sundry printers, for advertising.....	47 48	
			719 05
	Commission paid to G. Macdaniel, on the above.....	14 38	
	Commission paid to G. Macdaniel, on \$54, for payments to navy pensioners.....	1 08	
July.	Commission paid to William Gardner, on \$514.80, for payments to navy pensioners.....	10 30	
Aug.	Commission paid to William Few, on \$9,854.24, for payments to navy pensioners.....	197 96	
Dec.	Commission paid to John Stockton, on \$139.47, for payments to navy pensioners.....	2 78	
			1,013 87

1817.			
June.	Commission paid to George Macdaniel, on \$1,910, for payment to navy pensioners	\$38 20	
	George Macdaniel, for payments as per statement No. 1, viz:		
	To B. Homans, for one year's salary, to April 1	\$250 00	
	To Constant Freeman, for extra compensation as accountant of the navy, from 16th April to 3d March, 1817, at \$300 per annum	265 00	
	To William Duane, for printing	1 00	
		516 00	
	Commission paid to George Macdaniel, on the above	10 32	
Sept.	Commission paid James Ewing, on \$185.16, paid navy pensioners ..	3 70	
	Commission paid to B. Homans, on the purchase of \$101,500 U. S. 6 per cent. stock, at $\frac{1}{2}$ per cent.	253 75	
Oct.	Commission to Thomas Lehre, on \$925.14, paid to navy pensioners ..	18 50	
	Commission to R. Habersham, on \$36, paid to navy pensioners	72	
	Commission to Wm. Habersham, on \$108, paid to navy pensioners ..	2 16	
	Commission to Thos. Nelson, on \$1,242.32, paid to navy pensioners ..	24 85	
	Commission to Wm. Few, on \$11,243.75, paid to navy pensioners ..	224 86	
Dec.	Commission to B. Austin, on \$19,057.63, paid to navy pensioners ..	381 15	
	Commission to B. Hall, on \$9,626.27, paid to navy pensioners	192 52	
	Commission to Wm. White, on \$6,471.79, paid to navy pensioners ..	129 41	
	Commission to Wm. Plumer, on \$907.20, paid to navy pensioners ..	18 14	
			\$1,814 28
1818.			
Jan.	Commission to C. Ellery, on \$839.16, paid to navy pensioners	\$16 78	
	Commission to Jona. Ball, on \$1,857.06, paid to navy pensioners ..	37 14	
Feb.	Commission to James Ewing, on \$13.50, paid to navy pensioners ..	27	
	Commission to William Few, on \$2,439.52, paid to navy pensioners ..	48 79	
	Commission to B. Austin, on \$134.16, paid to navy pensioners	2 68	
	Commission to W. Plumer, on \$312, paid to navy pensioners	6 24	
March.	Commission to Sherwood Haywood, on \$304, paid navy pensioners ..	5 12	
	B. Homans, for commissions and brokerage, which was paid by him to Geo. Harrison, for the purchase of \$693,000 U. S. 6 per cent. stock	693 00	
	Commission paid to John Stockton, on \$288, paid navy pensioners ..	5 76	
			815 78
1819.			
Jan.	Commission paid to B. Homans, on the purchase of U. S. 6 per cent. stock, \$79,207.56, at 1 per cent.	\$792 07	
	Commission paid to G. Macdaniel, on \$5,409.69, paid navy pensioners, at 2 per cent.	108 19	
Jan.	Commission paid to George Macdaniel, on the purchase of \$13,365 United States stock, at $\frac{1}{2}$ per cent.	66 82	
	Commission paid to George Macdaniel, on the purchase of \$20,400 Columbia Bank stock, at $\frac{1}{4}$ per cent.	51 10	
	B. Homans, for salary from 1st April, 1817, to 31st December, 1828, seven quarters, at \$250 per annum	\$437 50	
	Daniel Donnelly, for copying	90 00	
	Sundry printers, for printing	65 75	
		593 25	
	Commission paid G. Macdaniel, on the above \$593.25, at 2 per cent. ..	11 86	
	George Macdaniel, for compensation allowed him by the Secretary of the Navy, for keeping the accounts of the fund, &c., from 1st July, 1817, to 1st July, 1818	250 00	
Dec.	George Macdaniel, for compensation allowed him by the Secretary of the Navy, for keeping the accounts of the fund, &c., from 1st January, (July,) to 31st December, 1818, inclusive	125 00	
	George Macdaniel, for compensation allowed him by the Secretary of the Navy, for keeping the accounts of the fund, &c., from 1st January to 30th September, 1819, inclusive	187 50	
	B. Homans, for salary as secretary to the commissioners of the navy pension fund, from 1st January to 30th September, 1819, inclusive	187 50	
	Thomas Turner, deceased, late accountant Navy Department, paid his executor for services in settling accounts of the fund, allowed by act of Congress 24th February, 1819	1,500 00	
			3,873 19
1820.			
April.	Commission paid to the president Branch Bank United States, Portsmouth, on \$312 paid navy pensioners	\$6 24	
	Gales & Seaton, paid them for advertisements	29 75	
	B. Homans, paid for two quarters' salary, ending 1st April, 1820 ..	125 00	
	George Macdaniel, for compensation as clerk of pension accounts for same time	125 00	
			285 99

1821.	N. Phillips, for advertisements.....	\$10 50	
	Thomas Munroe, for postages.....	4 31	
	B. Homans, for one year's salary, to 1st April, 1821.....	250 00	
	George Macdaniel, for compensation as clerk, for same time.....	250 00	
			\$514 81
1822.			
March.	Elliott & Irvine, for advertising.....	\$7 50	
	Davis & Force, for printing letters, &c.....	15 00	
	Gales & Seaton, for publishing notice to pensioners.....	16 25	
	Davis & Force, for blank certificates, &c.....	23 50	
	Thomas Munroe, for postage.....	6 30	
	B. Homans, for three quarters' salary, to the 1st January, 1822.....	187 50	
	George Macdaniel, his compensation as clerk, for same time.....	187 50	
			443 55
1823.			
March.	Davis & Force, for printing.....	\$3 00	
	Ann Myer, for board of William Cole.....	35 60	
	Thomas Munroe, for postage.....	1 63	
	B. Homans, for one year's salary, to January 1st, 1823.....	250 00	
	George Macdaniel, his compensation as clerk of accounts, one year, to January 1, 1823.....	250 00	
			540 23
1824.			
Feb.	R. Brown, for funeral expenses of T. Miburn, deceased.....	\$6 75	
	B. Homans, for three quarters' salary, and part fourth, to 1st January, 1824.....	217 50	
	G. Macdaniel, his compensation as clerk of accounts, one year, to 1st January, 1824.....	250 00	
			474 25
1825.			
Jan.	Jonathan Elliott, for certificates.....	\$132 00	
	Charles Hay, for one year's salary as secretary to commissioners, to 1st January, 1825.....	250 00	
	G. Macdaniel, his compensation as clerk, for same time.....	250 00	
			632 00
1826.			
Feb.	Jonathan Elliott, for parchment certificates.....	\$36 30	
	Charles Cruikshank, for book of pension roll.....	8 00	
	Charles Hay, for salary, five quarters, to 1st April, 1826.....	312 50	
	G. Macdaniel, agent, book-keeper, &c., for salary, for same time....	312 50	
			669 30
1827.			
May.	J. S. Homans, for copying pension accounts.....	\$6 00	
	S. A. Elliot, for printing.....	5 55	
	Charles Hay, secretary, for one year's salary, to April 1, 1827.....	250 00	
	G. Macdaniel, for his salary as agent, &c., for navy pension fund, to April 1, 1827.....	250 00	
Dec.	B. Homans, for brokerage paid by him on the purchase of stocks...	165 10	
	B. Homans, for his commission for purchasing stocks at $\frac{1}{4}$ per cent..	381 98	
	B. Homans, for arrears of salary as secretary, from 11th to 31st December, 1823, not before charged, twenty-one days, at \$62.50 per quarter.....	14 27	
			1,072 90
1828.			
	Charles Hay, for one year's salary, to 1st April, 1828.....	\$250 00	
	G. Macdaniel, for his salary as agent, &c., to navy pension fund, for same time.....	250 00	
			500 00
			<u>\$13,602 79</u>

Recapitulation.

Commissions paid to agents on payments to navy pensioners.....	\$1,789 66
Commissions and brokerage paid to agents for the purchase of United States and bank stocks, viz:	
To George Macdaniel.....	\$832 66
To Benjamin Homans, deceased.....	1,045 82
To G. Harrison, by B. Homans, deceased.....	693 00
To B. Homans, (including \$165.10 paid by him for brokerage).....	547 08
	3,118 56
Commissions paid to G. Macdaniel on miscellaneous disbursements.....	36 50
Salary to G. Macdaniel, as clerk of the navy pension accounts, from 1st July, 1817, to 1st April, 1828.....	\$2,687 50
Salary to B. Homans, deceased, as secretary to the commissioners of the navy pension fund, from 1st October, 1813, to 10th December, 1828.....	2,530 00
Salary to B. Homans, as secretary to commissioners from 11th to 31st December, 1827.....	14 29

Salary to Charles Hay, as secretary, from 1st January, 1824, to April 1st, 1828	\$1,062 50	
Salary to Charles Goldsborough, as secretary, to 9th March, 1813	46 57	
Salary to Constant Freeman, deceased, (extra) from 16th April to 3d March, 1817, at \$300 per annum, by act of Congress	265 00	
Salary to Thomas Turner, deceased, late accountant of the Navy Department, by act of Congress of 24th February, 1819	1,500 00	
		\$8,105 84
Miscellaneous, to wit: printing, advertising, postage, stationery, &c.		552 17
		<u>\$13,602 79</u>

C.

Supplementary statements in relation to the navy pension fund, exhibiting its situation at the close of the year 1829.

	Nominal.	Cost.
1. Amount of stock belonging to the fund on the 31st December, 1829, to wit:		
United States stocks, as appears by the annual report of the Register of the Treasury, unredeemed		\$864,575 69
Columbia Bank stock	\$92,600 00	99,502 60
Washington Bank stock	14,000 00	14,260 00
Union Bank stock	15,000 00	15,340 50
Washington corporation stock	59,472 40	56,498 75
		<u>\$1,050,177 54</u>
2. Balance in the hands of treasurer, 31st December, 1829		<u>\$16,045 75</u>
3. Amount of balance due from agents, to wit:		
President Bank of United States, at Philadelphia	\$1,862 91	
President Branch Bank of United States, at New York	5,960 17	
President Branch Bank of United States, at Portsmouth, N. H.	248 00	
President Branch Bank of United States, at Boston	3,173 40	
President Branch Bank of United States, at Portland, Me.	486 00	
President Branch Bank of United States, at Providence, R. I.	166 00	
President Branch Bank of United States, at Baltimore	899 44	
President Branch Bank of United States, at Washington	1,850 00	
President Branch Bank of United States, at Charleston, S. C.	260 00	
President Branch Bank of United States, at Norfolk, Va.	600 00	
President Branch Bank of United States, at Savannah, Ga.	599 25	
President Branch Bank of United States, at Hartford, Ct.	457 33	
President Branch Bank of United States, at Cincinnati, O.	303 00	
President Branch Bank of United States, at Lexington, Ky.	40 00	
	<u>\$16,905 50</u>	
Accounts have been recently received from several of the above agents, which, when settled, will probably pass to their credit	9,403 41	
Leaving a balance (to be applied to the payment of pensions falling due on the 1st January, 1830,) of		<u>\$7,501 09</u>
4. Product or income of the fund, being the interest and dividends of stock, to wit:		
Interest on United States stocks, from Jan. 1, 1829, to Jan. 1, 1830	\$33,266 85	
Dividend on Union and Washington Bank stocks	1,450 00	
Dividend on Washington corporation stocks	1,486 82	
	<u>\$36,203 67</u>	
5. Amount of United States $4\frac{1}{2}$ per cent. stock, purchased in February, 1829, at 99 per cent., bearing interest from Jan. 1, 1829	\$473,501 15	\$468,766 14
Amount of Washington corporation stock, at 95 per cent.	59,472 40	56,498 75
Amount of United States 6 per cent. stock, purchased from privateer pension fund, at 1 per cent. premium	6,444 57	6,509 01
Amount of United States $4\frac{1}{2}$ per cent. stock, of 1815, at 99 per cent.	14,141 41	14,000 00
		<u>\$553,559 53</u>
Gain, \$7,785.63		<u>\$545,773 90</u>
6. *Amount of pensions paid by the fund, to Jan. 1, 1830, so far as accounts have been received and settled		\$59,626 87
NOTE.—This item includes the accounts which have been forwarded by the agents, prior to December, 1828, and which remained unsettled in the hands of the clerk, as noticed in abstract A.		

* Of this sum there has been remitted to the presidents of the different banks \$29,813.41 for the payment of pensions accruing within the year 1829, as appears by the accompanying statement, marked I.

7. Amount of moneys paid, other than pensions, from Jan. 1, 1829, to Jan., 1830, to wit: In February there was paid—		
To B. Homans, for balance of salary due him to the 10th December, 1823, (day of his death)	\$18 23	
On March 2, there was paid—		
To D. D. Southard, paid him by Geo. Macdaniel, for services rendered in answering resolutions of Congress, relating to the navy pension fund.	40 00	
To John H. Maguire, paid him by Geo. Macdaniel, for services rendered in answering resolutions of Congress, relating to the navy pension fund.	25 00	
To Samuel Rind, for one ream of circulars to commanders of vessels.	12 50	
To Charles Hay, for nine months' salary as secretary, to Jan. 1, 1829.	187 50	
To George Macdaniel, agent and clerk of the pension accounts generally, for his salary from April 1, 1828, to the 28th February, 1829, 11 months, at \$250 per annum.	229 16	
*To Charles Hay, for commission on purchase of stocks, viz: \$675,264.89, at $\frac{1}{2}$ per cent.	3,376 32	
To Richard H. Bradford, secretary, for salary to December 31, 1829.	152 17	
To B. Homans, acting secretary, for salary from April 1, to May 22, 1829.	35 02	
To B. Homans, for amount of an account allowed him by the late Secretary of the Navy.	8 05	
To William Jones, for postage	10 00	
		\$4,093 90
8. Amount of an unexpended balance of an appropriation for the benefit of the widows and orphans of the officers and crew of the United States ship Wasp, paid to the commissioners of the fund, by Buller Cocke, agent, pursuant to direction of an act of Congress, approved 20th April, 1816.	\$12,743 13	

9. *Income of the fund.*

Amount of interest which accrued in 1829, on United States stocks	\$33,266 85
Amount of dividends on Union and Washington Bank stocks	1,450 00
Amount of dividends on Washington corporation, will be in 1830	2,973 64
If \$15,000 of the balance in the Treasury should be invested in United States $4\frac{1}{2}$ per cent. stocks, it will add.	675 00
Total amount of income.	
	\$38,365 49

Expenditure.

From the report of the Fourth Auditor, to the Secretary of the Treasury, on the 16th April last, it appears that the whole amount paid and remitted to pay pensioners, in the four years preceding, was \$147,074.03, giving an average for each year, of.	36,768 50
Which, deducted from the income, as above stated, leaves a surplus of.	
	\$1,596 99

From this view of the subject (without taking into consideration a diminution of the claims on the fund, from the deaths of pensioners, and the expiration of the pensions granted to their widows and orphans,) it appears that the income of the fund will be more than adequate to the payments for which it is liable.

Navy Pension Fund.

	Dr.	
To amount of the fund at the close of 1813	\$328,676 13	
To amount received since that time from sale of prizes.	451,694 51	
To amount of interest on stocks and bank dividends.	743,688 78	
To amount of net gain on the purchase of stocks	37,549 40	
To amount of unexpended balance of an appropriation by Congress, for the widows and orphans of the officers and crew of the Wasp, refunded by Buller Cocke.	12,743 13	
To amount of two surplus dividends declared by the Bank of Washington, in 1817, not entered or accounted for.	1,400 00	
Balance	45,725 57	
		\$1,621,477 52
	Cr.	
By amount of stocks per Register's report.	\$864,575 69	
By amount of Columbia Bank stock, (cost).	99,502 60	
By amount of Washington Bank stock.	14,260 00	

* The commission (\$3,376.32) paid to Charles Hay on the 2d of March, 1829, includes a charge for the purchase of \$150,000 United States 4 per cent. in 1815, at par. It does not appear that there was any fixed or certain rule to regulate the charges made for commissions, from time to time, by the agents employed to purchase stocks, who, generally, were clerks receiving a salary for attending to the business of the navy pension fund. George Macdaniel charged from $\frac{1}{4}$ to 1 per cent.; B. Homans, deceased, charged from $\frac{1}{4}$ to 1 per cent.; Charles Hay contented himself with $\frac{1}{4}$ per cent. on a large amount purchased in February last, with the proceeds of reimbursed stock, which had been suffered to lie in the Bank of Washington uninvested from 1st July preceding, producing thereby a loss to the fund of \$5,627.69, rating stock at 4 per cent. On the stocks purchased from the privateer pension fund, no commissions have been charged; John Boyle, who made the transfers from 1819 to 1829, inclusively, having presented no claim for that service. It may be proper to add, that the fund is now relieved from any further charge on account of commissions or salaries, with the exception of \$250 per annum paid to the secretary.

By amount of Union Bank stock	\$15,340 50
By amount of Washington corporation	56,498 75
Paid for pensions to 31st December, 1829	525,236 70
Contingencies	17,696 69
Balances due from agents for paying pensions	7,501 09
Balance due from treasurer	16,045 75
Balances due from late agents, G. Macdaniel, &c.	3,726 50
Balances due from Stockton and White, late commissioners of loans	1,093 25
	<u>\$1,621,477 52</u>

By balance per contra

The following items constitute the above balance, viz:

Balance in Treasury	\$16,045 75
Balance due from agents	7,501 09
Balance due from Stockton and White	1,093 25
Balance due from late agents	3,726 50
Amount paid for contingencies	17,696 69
	<u>\$46,063 28</u>
Deduct balance above	45,725 57

Balance in favor of the fund

\$337 61

Which has arisen, probably, from errors in former statements.

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 22, 1829.*

I.

Statement of moneys remitted to the presidents of the different banks, for the payment of pensions accruing within the year 1829, &c.

1829.

Jan. 19.	Paid to the president of the Bank of Cumberland, Portland, Maine, for balance of account for paying pensioners, to July 1st, 1828, as per Comptroller's certificate, No. 126	\$23 80
Jan. 27.	Paid to Thomas L. Woodruff, president of the Trenton Bank, N. J., as per the Comptroller's certificate, No. 127	300 00
June 20.	Paid president of United States Branch Bank, Portsmouth, N. H., to pay half a year's pension, ending June 30, 1829	248 00
June 20.	Paid president of United States Branch Bank, Boston, to pay half a year's pension, ending June 30, 1829	2,635 00
June 20.	Paid president of United States Branch Bank, Providence, R. I., to pay half a year's pension, ending June 30, 1829	166 00
June 20.	Paid president of United States Branch Bank, Portland, Maine, to pay half a year's pension, ending June 30, 1829	450 00
June 20.	Paid president of United States Branch Bank, New York, to pay half a year's pension, ending June 30, 1829	5,099 00
June 20.	Paid president of United States Branch Bank, Philadelphia, to pay half a year's pension, ending June 30, 1829	1,311 00
June 20.	Paid president of United States Branch Bank, Baltimore, to pay half a year's pension, ending June 30, 1829	912 00
June 20.	Paid president of United States Branch Bank, Charleston, S. C., to pay half a year's pension, ending June 30, 1829	260 00
June 20.	Paid president of United States Branch Bank, Savannah, Ga., to pay half a year's pension, ending June 30, 1829	580 00
June 20.	Paid president of United States Branch Bank, Cincinnati, Ohio, to pay half a year's pension, ending June 30, 1829	158 00
June 20.	Paid president of United States Branch Bank, Washington, D. C., to pay half a year's pension, ending June 30, 1829	1,850 00
June 20.	Paid president of Farmer's Bank, Delaware, to pay half a year's pension, ending June 30, 1829	48 00
July 10.	Paid Samuel Hamilton, for pension due U. P. Blakely	250 80
Aug. 24.	Paid president of United States Branch Bank at Cincinnati, to pay pensioners ..	145 00
Sept. 1.	Paid McCormick pension due M. A. Monroe	55 40
Sept. 26.	Paid Wm. Thompson arrears of pension	135 00
Oct. 6.	Paid postage account for pension fund	
Oct. 15.	Paid minor of Edward Macomber, (pension)	914 00
Nov. 3.	Paid president of United States Branch Bank at Norfolk, for pensions	600 00
Nov. 9.	Paid Edward Macomber* pension due widow. [This, and the sum paid the minor child, on the 15th October, make the sum of \$1,200 granted the heirs of S. P. Macomber.]	286 00

* There may be some doubt about the propriety of this item in the above statement which refers the payment made to the heirs of Lieut. S. P. Macomber, as accruing within 1829; but, inasmuch as the claim was presented, granted, and paid, within the year, it has been judged proper to present it as above stated.

Nov. 9.	Paid president Branch Bank United States at New Orleans.....	\$126 41
Nov. 24.	Paid Patrick Fitzpatrick, for pension.....	60 00
Nov. 25.	Paid R. H. Bradford, secretary navy pension fund, salary six months.	
Dec. 17.	Paid president United States Branch Bank at Portsmouth, N. H., to 31st Dec., 1829.....	300 00
Dec. 17.	Paid president United States Branch Bank, Boston.....	2,000 00
Dec. 17.	Paid president United States Branch Bank, Providence, R. I.....	750 00
Dec. 17.	Paid president United States Branch Bank, New York.....	5,000 00
Dec. 17.	Paid president United States Branch Bank, Philadelphia.....	1,800 00
Dec. 17.	Paid president United States Branch Bank, Baltimore.....	1,800 00
Dec. 17.	Paid president United States Branch Bank, Norfolk, Va.....	800 00
Dec. 17.	Paid president United States Branch Bank, Charleston, S. C.....	400 00
Dec. 17.	Paid president United States Branch Bank, New Orleans.....	350 00
		<u>\$29,813 41</u>

II.

A statement of the pensions paid to the widows and minor children of officers, seamen and marines, under the act of Congress of March 3, 1817, for the years 1825, 1826, 1827, 1828, and 1829.

Names.	1825.	1826.	1827.	1828.	1829.
Eliza Baldwin.....	\$150 00	\$150 00	\$150 00	\$150 00	\$70 00
Belinda Bowie.....	240 00	240 00	240 00	240 00	
Margaret Cummings.....	72 00	72 00	72 00	72 00	
Harriet Carter.....	240 00	240 00	240 00	120 00	
Elizabeth Cunningham.....	120 00	120 00	120 00	35 50	
Elizabeth W. Cocke.....	240 00	240 00	240 00	43 30	
Elizabeth Cassin.....	240 00	240 00	240 00	120 00	
Elizabeth Cooper.....	54 00	54 00			
Ellen Dix.....	300 00	300 00	300 00	87 12	
Charlotte Davis.....	72 00	36 00			
Susan W. Eakin.....	240 00	240 00	200 00		
Lavinia M. Edgar.....	300 00	300 00	300 00	142 26	
Catharine Fury.....	72 00				
Mary Griffin.....	300 00	300 00	300 00	300 00	170 00
Elizabeth Grayson.....	240 00	240 00	200 00	120 00	
Sophi Gardner.....	300 00	300 00	300 00	300 00	300 00
Frances W. Gamble.....	240 00				
Phoebe Hammersley.....	240 00	240 00	240 00	165 15	
Susan Harraden.....	360 00	360 00	360 00	150 00	
Frances M. Lewis.....	360 00	360 00	360 00	360 00	360 00
Elizabeth Josselyn.....	114 00	114 00	52 80		
Susannah Lippincot.....	60 00	60 00	60 00	60 00	60 00
Susannah Longiel.....	120 00	120 00	120 00	120 00	14 00
Elizabeth Maury.....	240 00	240 00	100 00		
Mary A. Marshall.....	120 00	120 00	60 00		
Maria C. Madison.....	240 00	240 00	240 00		
Mary Neale.....	240 00	240 00	240 00	240 00	240 00
Margaret Navarro.....	120 00	120 00	120 00	90 66	
Mary Parcells.....	120 00	120 00	120 00	120 00	76 66
Phoebe Reynolds.....	120 00	120 00	120 00	50 00	
Isabella Searcy.....	240 00	240 00	200 00		
Mary Smith.....	60 00				
Harriet Saunders.....	240 00	240 00	240 00	120 00	
Elizabeth Tromp.....					
Elizabeth Tarbell.....	600 00	600 00	600 00	300 00	
Macomber's heirs.....					1,200 00
Charlotte Ware.....	72 00	72 00	72 00	72 00	72 00
	<u>\$7,086 00</u>	<u>\$6,668 00</u>	<u>\$6,246 80</u>	<u>\$3,577 99</u>	<u>\$2,463 36</u>

A statement of pensions paid to the widows and minors of officers, seamen, and marines, during the years 1825, 1826, 1827, 1828, and 1829, under the acts of Congress of 1813 and 1814.

Names.	1825.	1826.	1827.	1828.	1829.
Sally Annis.....	\$72 00	\$72 00	\$72 00	\$72 00	\$72 00
Sarah Atkins.....	72 00	72 00	72 00	72 00	72 00
Margaret Arundel.....	240 00	240 00	240 00	240 00	240 00
Mary Allen.....	72 00	72 00	72 00	72 00	72 00
Mary Allinson.....	.....	.....	.....	.....	.....
Hannah S. Barrett.....	30 00	.....	.....	.....	.....
Mary P. Bartlett.....	108 00	108 00	108 00	56 00	.....
Jane Blakeley.....	600 00	600 00	600 00	600 00	600 00
Harriet Barney.....	600 00	600 00	600 00	600 00	600 00
Ellen Beeves.....	120 00	120 00	120 00	120 00	90 66
Susannah Brun.....	240 00	240 00	240 00	240 00	240 00
Sarah A. Breckenridge.....	.....	.....	.....	.....	.....
Catherine Badger.....	114 00	114 00	114 00	114 00	53 50
Abigail Cowell.....	240 00	240 00	240 00	120 00	.....
Susannah Critchet.....	72 00	72 00	72 00	30 00	.....
Sarah Carr.....	240 00	240 00	240 00	240 00	75 00
Dorothy Cooper.....	72 00	72 00	.....	.....	.....
Anna M. Clunet.....	54 00	54 00	54 00	54 00	54 00
Mary Ford.....	108 00	108 00	108 00	108 00	.....
Abigail Fernald.....	72 00	72 00	72 00	72 00	72 00
Lucy Flagg.....	120 00	120 00	120 00	120 00	120 00
Sophia Grenell.....	240 00	240 00	10 68	.....	.....
Ruth Gilbert.....	72 00	72 00	72 00	72 00	72 00
Sally Hervey.....	72 00	72 00	72 00	72 00	.....
Hannah Hazen.....	72 00	72 00	72 00	72 00	72 00
Mary Hackleton.....	72 00	72 00	72 00	72 00	72 00
Mary A. Hill.....	49 50	.....	.....	.....	.....
Sarah Hill's minors; Gr. Proctor.....	60 00	60 00	60 00	60 00	60 00
Diana Hardy.....	60 00	60 00	60 00	60 00	60 00
Sarah Hopkins.....	.....	.....	.....	.....	.....
Mary P. Hatch.....	240 00	240 00	240 00	240 00	240 00
Charlotte Holcomb.....	72 00	72 00	36 00	.....	.....
Abigail Jones.....	108 00	108 00	108 00	108 00	.....
Maria T. Johnson.....	108 00	108 00	108 00	108 00	108 00
Julia M. Lawrence.....	600 00	600 00	600 00	600 00	600 00
Jane Logue.....	36 00	36 00	36 00	36 00	18 00
Anna G. McCulloch.....	240 00	240 00	240 00	240 00	.....
Elizabeth Martin.....	120 00	120 00	120 00	120 00	120 00
Elizabeth Mahly.....	120 00	dead.	.....	.....	.....
Jane Moulton.....	72 00	72 00	72 00	72 00	.....
Ann Martin.....	108 00	108 00	108 00	108 00	.....
Juditha Mullen.....	108 00	108 00	108 00	108 00	.....
Sarah Matthews.....	108 00	108 00	108 00	108 00	108 00
Maria C. Madison.....	.....	.....	.....	.....	.....
Ann Midlen.....	120 00	120 00	120 00	120 00	120 00
Mary Ann Marshall.....	.....	.....	.....	.....	.....
Mary Ann Monroe.....	72 00	72 00	72 00	72 00	14 40
Eliza T. Nickerson.....	72 00	72 00	72 00	72 00	.....
Charity Nicholson.....	120 00	120 00	120 00	120 00	120 00
Nabby Phippen.....	108 00	108 00	108 00	108 60	.....
Eliza Parker.....	360 00	360 00	360 00	180 00	.....
Nancy Patch.....	72 00	72 00	72 00	72 00	.....
Sarah Place (heirs).....	60 00	60 00	28 93	.....	.....
Nancy Riggs.....	72 00	72 00	72 00	36 00	.....
Catharine Rassmussin.....	240 00	240 00	240 00	240 00	240 00
Mentha Rose.....	72 00	72 00	72 00	36 00	.....
Margaret Rankin.....	60 00	60 00	60 00	60 00	.....
Nancy Simonds.....	72 00	72 00	.....	.....	.....
Mary Stone.....	72 00	72 00	72 00	72 00	.....
Sarah Sisson.....	240 00	240 00	240 00	240 00	53 09
Sarah Smith.....	108 00	108 00	108 00	108 00	31 38
Eleanor Smart.....	72 00	72 00	72 00	72 00	72 00
Mary A. Springer (E. Scott).....	240 00	240 00	240 00	240 00	240 00
Mary Trainer.....	36 00	36 00	36 00	36 00	.....
Sarah Town.....	38 50	.....	.....	.....	.....
Elizabeth Trapnell.....	36 00	36 00	36 00	36 00	36 00
Lydia Van Horne.....	36 00	36 00	36 00	36 00	36 00
Hannah Webb.....	72 00	72 00	72 00	.....	.....
Margaret Wyer.....	120 00	120 00	60 00	.....	.....
Marvel Wilcox.....	72 00	72 00	72 00	72 00	72 00
Susannah Wedge.....	100 00	dead.	.....	.....	.....

A statement of pensions paid—Continued.

Names.	1825.	1826.	1827.	1828.	1829.
Margaret Warner	\$240 00	\$240 00	\$240 00	\$240 00	\$240 00
Hannah Williams	72 00				
Abigail Young	72 00	72 00	66 00		
Harriet A. Elbert	240 00	240 00	240 00	240 00	240 00
Nancy Ford					108 00
Jane Moulton					72 00
Ann Martin					108 00
Elizabeth Nickerson					72 00
Nabby Phippen					108 00
Nancy Patch					72 00
Nancy Riggs				36 00	72 00
Nancy Stone					72 00
Mary Trainer					36 00
Hannah Webb				72 00	72 00
	\$9,350 00	\$8,940 00	\$8,413 61	\$7,702 00	\$6,255 03

The acts of Congress of the 20th January, 1813, 4th March, 1814, and 3d March, 1817, are the only laws which have been enacted by Congress, making original grants of pensions to widows and orphans, &c. The acts of 16th April, 1818, 3d March, 1819, 22d January, 1824, and of the 23d May, 1828, only provide for the renewal of pensions allowed under one of these three acts.

The cases of Mary Cheever, Penelope Denny, &c., were provided for by special acts of Congress, and are not embraced by the general laws relating to widows and orphan pensioners.

III.

The United States in account with the treasurer of the navy pension fund.

DEBITOR.

1829.	To warrants paid, viz:	
January 22.	376, President of Cumberland Bank, Portland.....	\$23 80
January 23.	377, William Clark, agent priv. pension fund.....	250 00
January 29.	378, Thomas L. Woodruff.....	300 00
February 17.	379, Charles Hay.....	527,641 99
Balance		20,771 35
		<u>\$548,987 14</u>

CREDIT.

1829.		
January 1.	By balance this day.....	\$7,583 17
February 17.	By cash—reimbursement of ten millions of 1814	281,384 72
February 17.	By cash—reimbursement of six millions of 1814	246,257 27
March 25.	By Treasury warrant, No. 362, in my favor	4,252 12
April 8.	By cash from Richard Smith.....	5,326 88
June 13.	By cash from Benjamin Homans	465 03
June 20.	By cash from Benjamin Homans and C. Andrews.....	117 95
June 22.	By cash erroneously deposited to the credit of the Treasurer of the United States, in January and February last, but now transferred to the credit of this account.....	3,600 00
		<u>\$548,987 14</u>

1829.		
June 22.	By balance of cash in my hands, transferred this day to my credit, as Treasurer United States, on account of the navy pension fund	\$20,771 35

JOHN CAMPBELL, *Treasurer United States.*

TREASURER'S OFFICE, *January 21, 1830.*

IV.

Payment made into the Treasury of the United States to the credit of the "navy pension fund," in the year 1829.

June 26.	Warrant number 291.	By John Campbell, agent N. P. F.....	\$16,706 32
June 26.	Warrant number 292.	By John Campbell, agent N. P. F.....	465 03
June 26.	Warrant number 293.	By John Campbell, agent N. P. F.....	3,600 00
July 1.	Warrant number 295.	By Richard Smith, cashier—dividends	9,579 00

July	30.	Warrant number	310.	By John Huske, agent.....	\$243 88
August	10.	Warrant number	324.	By George Macdaniel, special agent.....	688 33
August	14.	Warrant number	325.	By commissioners of the N. P. F.....	375 00
August	14.	Warrant number	326.	By George Macdaniel, special agent.....	2 58
August	20.	Warrant number	331.	By commissioners of the N. P. F.....	420 00
October	5.	Warrant number	357.	By commissioners of the N. P. F.....	1,486 82
Novem'r	20.	Warrant number	385.	By commissioners of the N. P. F.....	280 00
Decem'r	21.	Warrant number	399.	By commissioners of the N. P. F.....	12,743 13
Decem'r	26.	Warrant number	402.	By commissioners of the N. P. F.....	18,672 29
Decem'r	28.	Warrant number	404.	By commissioners of the N. P. F.....	375 00
					\$65,637 38

Payments made by the Treasurer of the United States, on account of the "navy pension fund," during the year 1829.

June	26.	Warrant number	121.	To United States Branch Bank, Portsmouth.....	\$248 00
June	26.	Warrant number	122.	To United States Branch Bank, Boston.....	2,635 00
June	26.	Warrant number	123.	To United States Branch Bank, Providence.....	166 00
June	26.	Warrant number	124.	To United States Branch Bank, Portland.....	450 00
June	26.	Warrant number	125.	To United States Branch Bank, New York.....	5,099 00
June	26.	Warrant number	126.	To United States Branch Bank, Charleston.....	260 00
June	26.	Warrant number	127.	To United States Branch Bank, Savannah.....	580 00
June	26.	Warrant number	128.	To United States Branch Bank, Cincinnati.....	158 00
June	26.	Warrant number	129.	To Branch of the Farmer's Bank of Delaware.....	.....
June	26.	Warrant number	130.	To United States Branch Bank, Baltimore.....	912 00
June	26.	Warrant number	131.	To Bank of the United States, Philadelphia.....	1,311 01
June	26.	Warrant number	132.	To Bank of the United States, Washington.....	1,850 00
June	26.	Warrant number	133.	To commissioners of the privateer pension fund.....	.....
July	11.	Warrant number	216.	To A. P. Blakeslee, seaman, deceased.....	250 80
August	18.	Warrant number	408.	To United States Branch Bank, Washington.....	14,000 00
	25.	Warrant number	432.	To United States Branch Bank, Cincinnati.....	145 00
Septem'r	2.	Warrant number	472.	To Mary Ann Munroe.....	55 40
Septem'r	28.	Warrant number	586.	To William Thompson, seaman.....	135 00
October	7.	Warrant number	629.	To William Jones, postmaster.....	10 00
October	16.	Warrant number	697.	To Samuel P. Macomber, lieutenant, deceased.....	914 00
Novem'r	5.	Warrant number	831.	To United States Branch Bank, Norfolk.....	600 00
Novem'r	11.	Warrant number	868.	To Samuel P. Macomber, lieutenant, deceased.....	286 00
Novem'r	11.	Warrant number	869.	To United States Branch Bank, New Orleans.....	126 41
Novem'r	25.	Warrant number	958.	To Patrick Fitzpatrick.....	60 00
Decem'r	1.	Warrant number	985.	To Richard H. Bradford, secretary.....	125 00
Decem'r	21.	Warrant number	1076.	To United States Branch Bank, Portsmouth.....	300 00
Decem'r	21.	Warrant number	1077.	To United States Branch Bank, Boston.....	2,000 00
Decem'r	21.	Warrant number	1078.	To United States Branch Bank, Providence.....	750 00
Decem'r	21.	Warrant number	1079.	To United States Branch Bank, New York.....	5,000 00
Decem'r	21.	Warrant number	1080.	To Bank of the United States, Philadelphia.....	1,800 00
Decem'r	21.	Warrant number	1081.	To United States Branch Bank, Baltimore.....	1,800 00
Decem'r	21.	Warrant number	1082.	To United States Branch Bank, Norfolk.....	800 00
Decem'r	21.	Warrant number	1083.	To United States Branch Bank, Charleston.....	400 00
Decem'r	24.	Warrant number	1103.	To commissioners of the privateer pension fund.....	2,300 00
Decem'r	26.	Warrant number	1104.	To United States Branch Bank, New Orleans.....	300 00
					\$50,174 61
Amount to credit of account.....					\$65,637 38
Amount to debit of account.....					50,174 61
Balance to credit of account on the 31st December, 1829.....					\$15,462 77

T. L. SMITH, *Register.*

TREASURY DEPARTMENT, *Register's Office, February 3, 1830.*

21ST CONGRESS.]

No. 413.

[1ST SESSION.]

STATEMENT RELATING TO THE DUTIES, COMPENSATION, ACCOUNTS, ETC., OF THE PURSERS IN THE NAVY.

COMMUNICATED TO THE SENATE FEBRUARY 16, 1830.

NAVY DEPARTMENT, *February 16, 1830.*

SIR: I have the honor to acknowledge the receipt of your note of yesterday, covering the draft of a bill regulating the duties, and providing for the compensation of pursers.

It is now returned and considered as sufficient, with perhaps an additional expression at the end of the last paragraph but one of the fourth section, limiting the time for pursers to settle their accounts to

four months; and a section similar to the sketch herewith enclosed, providing for losses of slop clothing and other articles. The purchases would devolve on the navy agents, and the articles be placed as they now are, under the care of the naval storekeepers; no additional security from the navy agents would therefore be considered necessary.

I have the honor to be, very respectfully sir, your obedient servant,

JNO. BRANCH.

The Hon. ROBERT Y. HAYNE, *Chairman of the Committee on Naval Affairs, Senate United States.*

21ST CONGRESS.]

No. 414.

[1ST SESSION.]

PLAN FOR A PEACE ESTABLISHMENT FOR THE NAVY.

COMMUNICATED TO THE SENATE FEBRUARY 18, 1830.

NAVY DEPARTMENT, *February 16, 1830.*

SIR: I have the honor, in further compliance with your call, to submit herewith a bill which proposes to reduce the officers of the naval corps to the number mentioned therein; which number is designed to be regarded as the lowest to which the wants of the naval service will at present permit it to be carried, or as the minimum of a peace establishment.

The objects proposed to be attained by this bill are, to diminish this body to something like the number actually required for the command of the vessels-of-war, and other purposes of the service; to relieve the navy from that portion of its officers who are deemed to be least useful for the important objects to be effected by it; and to introduce a system which may tend in an important degree to economize the expenditure for its support.

The task imposed on the Executive, by that portion of the bill which proposes a reduction in the number of the officers belonging to the corps, is by no means an enviable one; but it is demanded by the best interests of the navy and the nation, and ought not to be shrunk from.

Annexed is an exhibit of the number of officers at this time on the rolls of the navy, the minimum proposed by the bill, the number of each grade which the bill would discharge from the service, the present rate of pay and that proposed in lieu of it, and the saving that will be produced by the reduction in the number of officers.

The bill also provides, should the exigencies of the service demand it, that the President shall be vested with the power of adding to the corps, by promoting such number of officers as may increase it to the maximum number proposed therein, and which number it is believed will be equal to the command of as many ships-of-war as will be required to be put in commission, unless some change should take place in our maritime relations with other powers, not at present anticipated. It also proposes to invest the President with the power of making the reduction in such manner as he may think will best promote the interests of the navy; but it is designed that this process shall be effected with the aid and advice of a board of navy officers, to be appointed for that purpose, whose high standing, and acquaintance with the characters of the different officers who are to be the subjects of the regulations proposed by the bill, will justify the expectation that the selections will be made with strict regard to the respective merits of the individuals.

In assigning reasons in support of the contemplated reduction of the number of officers now in the service, reference is respectfully made to the report from this Department to the President of the United States, of the first of December last, in which the plan of a peace establishment is suggested as a measure essential to its prosperity and welfare.

In addition to the arguments therein afforded in support of the proposition, it may be added that manifest evils arise from the number of officers now in service—more than can be usefully employed therein.

It seems to be a point agreed upon by all experienced naval officers, that lieutenants and midshipmen should be kept, as much as possible, on duty afloat, and in the line of their profession. To effect this, it has heretofore been the practice to crowd them into ships-of-war, where the duties, divided amongst so many, demand but a small share of their attention, and they fail to acquire those habits of diligent and undivided attention to the objects in which they are engaged, which are indispensable in forming the character of an officer.

When not on duty afloat, under the circumstances just mentioned, they are permitted, by leave of absence, to retire amongst their friends, in the country, or in cities, where, in putting off the uniform, they often put off the officer, and contract habits of idleness or dissipation; or they are stationed, in unnecessary numbers, at the navy yards, where, having little to incite them to the steady performance of duty, they often adopt courses every way unfriendly to their future improvement and excellence in their profession. Such are among the ill consequences which naval men of experience have seen to result from an excess in the number of officers retained in service, beyond the ability of the nation to keep in useful employment in the line of their profession.

There are, doubtless, many officers of the navy, who have, from being long subjected to toils and exposure incident to a mariner's life, and the encroachments of the decrepitude of old age, become incapable of rendering the efficient services demanded by naval duty and discipline. Whatever title they may have to the gratitude of their country, and to such provision as will render the remnant of their lives a period of tranquillity and comfort, they can have no claim to be retained on the list of those to whom are confided the active and arduous duties of sustaining the maritime power and glory of their country.

In the army of the United States this principle of reduction has been resorted to on several occasions, and, it is said, always with advantage to the efficiency of that arm of the national defence, and with a great diminution in the expenditure for its maintenance. Why should not a similar course be pursued in the navy, when causes even more cogent and imperative prompt the measure?

In the report made to the President of the United States, before referred to, some few remarks were offered on the justice and expediency of placing the naval officers on a footing with the officers of correspondent grades in the army, with respect to compensation for their services. In support of this proposition, it has been urged "that the commanders of the American navy are often involved in expenses of serious amount, arising from the very nature of the duties imposed on them by the government;" that "they are subjected to trials by courts-martial, for real or supposed violations of the laws of nations, by themselves or those placed under their command, and, even though acquitted, compelled to encounter consequent expenses, equal in amount to all the pay they have received from the nation for the period of their command. Of the labors attaching to them, it may be said that there is no situation under the government by which they are surpassed. To them their fellow-citizens abroad fly for protection when oppressed, for aid and release when incarcerated in foreign dungeons, and for charity when in distress; they are expected to treat with liberal hospitality, not only the officers of their own ships and squadrons, but to reciprocate the polite attentions and hospitality of foreign officers and governments."

To meet all these demands upon their liberality and pride of country, the government at present grants them the meagre allowance of only two dollars per day in rations.

"When it is considered that scarcely any officer can be expected to reach the period which gives him the command of a national ship-of-war, without having his expenses increased by a family at home, with the consequent expenses necessary for the education of his children, and not unfrequently in giving protection to his fellow-citizens and their property, in places besieged," and that his expenses are multiplied to an enormous degree by the restrictions imposed on intercourse with the sources of supply, it becomes apparent that the compensation made to those officers is inadequate to their necessary support, and below that to which persons holding their high trusts may be considered to be justly entitled.

The bill further provides that there shall be added two grades of rank in the navy, in advance of those which have heretofore been authorized by law.

The proposition embraced by this feature of the bill is one of great interest to the character and discipline of the navy, and, it is hoped, will receive the favorable consideration of Congress.

In support of it, I would respectfully refer to the paper accompanying this, marked A, containing an extract from a communication made by an experienced officer of the navy to this Department, in answer to a call upon him on this point, which presents views in relation to it, derived from sources that none but nautical men could have access to, and which seem to carry with them strong claims to a share in the deliberations of the committee.

After the full exposition which is contained in the communication referred to, it cannot be necessary to urge much more in support of the opinions therein advanced. I would, however, only add, that the distinction which the title of admiral confers, is granted to the commanders of all the navies of other nations, wherever such institutions have flourished; that to this distinction, the American officers have as fair a claim as those in any other service; that it will ensure to the commanders of our squadrons in foreign ports, and on foreign stations, that respect which is readily rendered to rank, but never to mere merit; and that it will present to the rising officers of the navy a point of elevation and honor to be aimed at, but which can only be attained by eminent gallantry and distinguished good conduct.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

The Hon. ROBERT Y. HAYNE, *Chairman of the Committee on Naval Affairs, Senate U. S.*

An act to reorganize the navy of the United States.

SEC. 1. *Be it enacted, &c.*, That the officers of the navy of the United States shall consist of not less than one vice admiral, two rear admirals, thirty captains, thirty masters commandant, two hundred lieutenants, four hundred midshipmen, including those who have passed examination, thirty-five surgeons, fifty assistant surgeons, thirty-five pursers, ten sailingmasters, twenty-four boatswains, twenty-four gunners, twenty-four carpenters and twenty sailmakers. And the President of the United States is hereby authorized and required to reduce the number of officers, at such time or times, within the present year, as he may judge expedient, so that the number of each grade shall not exceed the number herein provided for.

SEC. 2. *And be it further enacted*, That the President of the United States be and he is hereby authorized, whenever the public service may in his judgment require it, to increase the number of each of the classes of officers, below the rank of rear admiral: *Provided*, the number of the respective classes shall in no case exceed the following, that is to say: forty captains, fifty masters commandant, two hundred and fifty lieutenants, five hundred midshipmen, including those who have passed examination, forty-five surgeons, sixty assistant surgeons, forty pursers, thirty sailingmasters, thirty-five boatswains, thirty-five gunners, thirty-five carpenters and thirty sailmakers.

SEC. 3. *And be it further enacted*, That the following shall be the shore pay, or the pay of officers when not employed in actual service at sea, that is to say: The vice admiral, four thousand five hundred dollars per annum. Each rear admiral, four thousand dollars per annum. Each captain, two thousand five hundred dollars per annum. Each master commandant, one thousand six hundred dollars per annum; and the pay of all other officers shall be as heretofore fixed by law.

SEC. 4. *And be it further enacted*, That the following shall be the sea pay, or the pay of officers when employed in actual service at sea, that is to say: The vice admiral, six thousand dollars. Each rear admiral, five thousand five hundred dollars. A captain, commanding a squadron of two hundred guns, and upwards, five thousand five hundred dollars. A captain, commanding a squadron mounting less than two hundred guns, four thousand five hundred dollars per annum. A captain, commanding a ship of the line, four thousand dollars per annum. A captain, commanding a frigate of the first class, three thousand five hundred dollars per annum. A captain, commanding a frigate of the second class, three thousand two hundred dollars per annum. A master commandant, two thousand five hundred dollars per annum. A lieutenant, commanding a brig or schooner, or acting as first lieutenant of a ship of the line, one thousand six hundred dollars per annum. A first lieutenant of a frigate, one thousand four hundred dollars per annum. A first lieutenant of a sloop-of-war, one thousand three hundred dollars per annum.

A first lieutenant of a brig or schooner, one thousand two hundred dollars per annum. A sailingmaster of a ship of the line, nine hundred and fifty dollars per annum. A sailingmaster of a frigate, nine hundred dollars per annum. A boatswain, gunner, sailmaker, or carpenter, of a ship of the line, seven hundred dollars; of a frigate, six hundred dollars; of a sloop, five hundred dollars per annum. A purser of a ship of the line of the first class, two thousand eight hundred dollars; of a ship of the line of the second class, two thousand five hundred dollars; of a frigate, two thousand dollars; of a sloop-of-war, one thousand six hundred dollars; of a brig or schooner, one thousand three hundred dollars per annum. Which compensations to the pursers shall be paid to them in lieu of all perquisites, emoluments, and profits, heretofore allowed to them; and the pay of all other officers shall be as heretofore fixed by law.

SEC. 5. *And be it further enacted*, That to each officer who may, under this act, be discontinued on the rolls of the navy, there shall be allowed—

SEC. 6. *And be it further enacted*, That the President of the United States be, and he is hereby, authorized to cause such rules and regulations, not inconsistent with existing laws, as he may judge expedient for the government of the navy, for the promotion of discipline and economy, and the observance of duty in all classes, and for securing the faithful application of funds appropriated for the navy, to be prepared; and such rules and regulations, when approved by him and sanctioned by Congress, shall have the force of law. And to enable the President to carry this provision into full effect, he is hereby further authorized to convene, at such time and place as he may judge expedient, a board of navy officers, of professional experience and intelligence in all branches of the service, and require of such board carefully to investigate, and report fully upon the subject; which board shall consist of not less than— nor more than — officers of the navy.

FEBRUARY, 1830.

We have now in service, three frigates of the first class, one frigate of the second class, eleven sloops-of-war, and three schooners.

The following shows the number of officers, at this time, on the rolls of the navy; the minimum number proposed by the bill, and the number of each corps which the bill would discharge from the service, or appoint:

	Number on the rolls.	No. proposed by the bill.	No. to be discharged.	To be appoint'd.
Captains.....	37	30	7	.....
Masters commandant.....	34	30	4	.....
Lieutenants.....	258	200	58	.....
Midshipmen.....	476	400	76	.....
Surgeons.....	39	35	4	.....
Assistant surgeons and acting assistant surgeons.....	58	50	8	.....
Pursers.....	42	35	8	.....
Sailingmasters.....	45	10	35	.....
Boatswains.....	32	24	8	....
Gunners.....	32	24	8	.....
Carpenters.....	25	24	1	.....
Sailmakers.....	18	20	....	2

Officers of rank proposed by the bill to be appointed: One vice admiral, two rear admirals.

The following shows the increase of pay proposed by the bill, in the case of each officer:

	<i>Sea pay.</i>		
	Present pay per annum.	Proposed pay.	Increase in each case.
Captain commanding a squadron.....	\$2,660 00	\$4,500 00	\$1,840 00
Captain commanding a ship of the line.....	1,930 00	4,000 00	2,170 00
Captain commanding 1st class frigate.....	1,930 00	3,500 00	1,570 00
Captain commanding 2d class frigate.....	1,930 00	3,200 00	1,270 00
Master commandant.....	1,176 25	2,500 00	1,323 75
Lieutenant commanding a schooner.....	1,176 25	1,600 00	423 75
First lieutenant of a ship of the line.....	965 00	1,600 00	635 00
First lieutenant of a frigate.....	965 00	1,400 00	435 00
First lieutenant of a sloop.....	965 00	1,300 00	335 00
First lieutenant of a schooner.....	965 00	1,200 00	235 00
Master of a ship of the line.....	662 50	950 00	287 50
Master of a frigate.....	662 50	900 00	237 50
Boatswain, gunner, carpenter, or sailmaker of a ship of the line.....	422 50	700 00	277 50
Boatswain, gunner, carpenter, or sailmaker of a frigate.....	422 50	600 00	177 50
Boatswain, gunner, carpenter, or sailmaker of a sloop.....	422 50	500 00	77 50
Purser of a ship of the line, 1st class.....	662 50	2,800 00	2,137 50
Purser of a ship of the line, 2d class.....	662 50	2,500 00	1,837 50
Purser of a frigate.....	662 50	2,000 00	1,337 50
Purser of a sloop.....	662 50	1,600 00	937 50
Purser of a schooner.....	662 50	1,300 00	637 50

<i>Shore pay.</i>		
Captain.....	1,930 00	2,500 00
Master commandant.....	1,176 25	1,600 00
		423 75

In the *present state* of the service, the bill would have the effect of increasing the pay of the following number and description of officers:

Having four squadrons, each captain commanding a squadron less than 200 guns, would receive, in addition to the pay now allowed by law	\$1,840 00
One captain commanding a frigate of the 2d class, would receive	1,270 00
Eleven masters commandant commanding sloops, would receive, each	1,323 75
Three lieutenants commanding schooners, each	423 75
Four first lieutenants of the four frigates, each	435 00
Eleven first lieutenants of the eleven sloops, each	335 00
Three first lieutenants of the three schooners, each	235 00

Sea pay.

Four masters of frigates, each	237 50
Four boatswains, four gunners, four carpenters, and four sailmakers of frigates, each	177 50
Eleven boatswains, eleven gunners, eleven carpenters, and eleven sailmakers of sloops, each	77 50
Four pursers of frigates, each	1,337 50
Eleven pursers of sloops, each	937 50
Three pursers of schooners, each	637 50
Fifteen captains, shore pay, each	570 00
Seven masters commandant, shore pay, each	423 75

The pay of commandants, and masters commandant of yards, and the masters commandant of recruiting stations, is not increased by the bill.

A.

Fiscal effect of the proposed bill.

The reduction in the number of officers will produce the following annual diminution of expense, viz:

	Each.	Total.
Seven captains of the navy	\$1,930 00	\$13,410 00
Four masters commandant	1,176 25	4,705 00
Fifty-eight lieutenants	965 00	55,970 00
Seventy-six midshipmen	318 25	24,263 00
Four surgeons, say	1,000 00	4,000 00
Eight assistant surgeons, say	600 00	4,800 00
Eight pursers	662 50	5,300 00
Thirty-five sailingmasters	662 50	23,187 50
Eight boatswains	422 50	3,380 00
Eight gunners	422 50	3,380 00
One carpenter .....	.....	422 50
		<u>\$142,818 00</u>

B.

The proposed increase will cost, annually, as follows:

	Each.	Total.
One vice admiral		\$4,500 00
Two rear admirals, ...	\$4,000 00	8,000 00
Four captains commanding squadrons	1,840 00	7,360 00
One captain second class frigate		1,270 00
Fifteen captains, shore pay	570 00	8,550 00
Seven masters commandant, shore pay	423 75	2,966 25
Eleven masters commandant, sea pay	1,323 75	14,561 25
Three lieutenants commanding schooners	423 75	1,271 25
Four first lieutenants of frigates	435 00	1,740 00
Eleven first lieutenants of sloops	335 00	3,685 00
Three first lieutenants of schooners	235 00	705 00
Four masters of frigates	237 50	950 00
Four boatswains, four gunners, four carpenters and four sailmakers of frigates, say sixteen	177 50	2,840 00
Eleven boatswains, eleven gunners, eleven carpenters and eleven sailmakers, of sloops, say forty-four	77 50	3,410 00
Four pursers of frigates	1,337 50	5,350 00
Eleven pursers of sloops	937 50	10,312 50
Three pursers of schooners	637 50	1,912 50
Add two sailmakers to the roll	422 50	845 00
		<u>\$81,028 75</u>
Deduct		800 00
		<u>\$80,228 75</u>

In the preceding statement an annual increase of pay is allowed to four captains commanding squadrons, at \$1,840 each; that being the difference between the *legal* pay of a commodore (\$2,660) and the proposed pay (\$4,500). It has, however, been usual of late years to allow a commodore \$2,000 per annum, in addition to the \$2,660; hence, if this be taken into consideration, instead of the bill increasing the expense in this particular, it would actually diminish them \$160 in each case, or \$640 in the four cases.

The increase in the pay of pursers, amounting in the aggregate to \$17,575, will be more than saved by the arrangement proposed with respect to pursers. They have, heretofore, been allowed to charge certain percentages upon slops and other articles sold to the crews. This practice it is proposed to discontinue; and the substitute is, to add 10 per cent. upon the slops issued to the crew: this 10 per cent. will be paid to the government, and thus a saving will arise certainly more than equivalent in amount to the increase of pay proposed for the pursers; while the crews to whom the articles are issued, getting them at reduced prices, will derive an advantage calculated to render the service more agreeable and popular with them.

These considerations, which fairly belong to the estimate, will reduce the amount of the preceding statement \$24,935, so that the proposed increase will actually cost only \$55,293.75; which sum, deducted from the amount of the proposed reduction, viz., \$142,818, will show an annual saving of \$87,524.25. Thus—

Amount A	\$142,818 00
Deduct B, as explained above	55,293 75
Difference	<u>\$87,524 25</u>

The following table shows how much the expense, annually, of each ship of each class, cruising singly, would be increased by the proposed bill:

	Ships of the line.		Frigates.		Sloops.	Schooners.
	First class.	Second Class.	First class.	Second class.		
Captain or commodore..	\$2,170 00	\$2,170 00	\$1,570 00	\$1,270 00	\$1,323 75	\$423 75
First lieutenant	287 50	635 00	435 00	435 00	335 00	235 00
Sailingmaster	635 00	287 50	237 50	237 50	.....	.....
Boatswain	277 50	277 50	177 50	177 50	77 50	77 50
Gunner	277 50	277 50	177 50	177 50	77 50	77 50
Carpenter	277 50	277 50	177 50	177 50	77 50	77 50
Sailmaker	277 50	277 50	177 50	177 50	77 50	77 50
Purser	2,137 50	1,837 50	1,337 50	1,337 50	937 50	637 50
Total	\$6,690 00	\$6,390 00	\$4,490 00	\$4,190 00	\$2,906 25	\$1,296 25

Extract A.

The fact, that the navy of the United States should have existed for upwards of thirty years without any rank above that of captain, is a circumstance which excites the surprise of all, and the regrets of many. When a peace establishment assigned the navy very narrow limits, the necessity for higher rank, with a view to actual service in fleets or squadrons, was not very great; but a just policy would not have diminished the utility of it on that account: for even then the navy contained several gallant men, who had contributed by their skill, valor, and patriotism, to establish the independence of our country. Early in our Revolutionary war, they were appointed captains: in wars of more recent date, they were captains; and in later years, when the scenes of life were about to close around them, they were still found to be "captains in the navy."

Is it inexpedient in this arm of our national defence, because the navy is more limited in force and numbers than some of the maritime powers of Europe? The contrary policy, it would seem, ought to be adopted; the attention and respect, which it fails to command through a want of force or numbers, should be made up to it by the rank and value of its appointments. Occasions might occur, as have already occurred, where the co-operation with a foreign force, employed for the same objects, would be desirable; this could not take place, in consequence of the lowness of the grade, or rank, of the American commander. Opportunities would thus be lost of effecting valuable results, by the combined efforts of the forces employed by two friendly powers; the inequality of rank in the two commanders forbidding an equality of effort, opinion, and responsibility, in such a union of arms. Occasions may arise, and have occurred even to the limited service of the United States; they may also frequently occur again; and history furnishes numerous instances of foreign powers, engaged in resisting the aggressions of others, when a combination of their forces, only, could effect the objects of their hostility.

If we turn our eyes back to the period of the war with Tripoli, when an inadequate naval force, under an American captain, was sent to chastise that regency for their insults and aggressions, we will find that a similar force, under an admiral, was employed by Sweden, against that regency, for the very same object; neither of which, separately, could or did effect anything, but united, they would have effected everything desired, and in a short time have dictated their own terms to the enemy.

In consequence of the disparity of the rank of the commanders, a union of the two forces was not practicable; for the national honor, and the feelings of an American captain, would not admit of his placing himself, voluntarily, in a relative subordinate situation with others, which no order of the Executive of the United States, or resolution of the national representation, would exact. After a short

period, the Swedish forces retired from the contest, having made peace by tribute. The United States continued the war a few years longer, nor did they retire under a treaty of peace, until after encountering heavy additional expenses, for continued and increased forces and the loss of one of their finest frigates, the incarceration of her officers and crew for many months, in dungeons, and the expenditure of a considerable sum of money for their final ransom. However little importance we may attach to the subject of precedence or equality in honors, and salutes with foreign nations, it should not be forgotten that even the most inconsiderable maritime powers consider them of too much consequence to be overlooked; consequently, our intercourse and exchange of hospitalities with them are marred, for our commanders are nowhere received on that equality which does not involve a diminution of respect for our country and the honor of our flag. Our captains feel it true; but that feeling is for their country. With one or two nations, a disposition has been evinced to place the captains in command of American squadrons on a footing, in this respect, with the lowest grade of their flag officers. But no American commander could so far forget himself as to receive as a boon from any others that which was denied him by the policy of his own government.

On the subject of necessity and utility for further rank in the navy, it may be observed, such is the deterioration of its discipline, to such an equality have the higher grades in it arrived, with perhaps only a few days' difference in their appointments, or at least amongst many of them, to mark and define their relative respects, rights, and authority, that it would seem absolutely necessary to the future welfare and efficiency of the marine, as well as to preserve it on that high eminence to which its deeds in arms had raised it. If we revert to the periods past when the navy of this nation stood high in the estimation of many, and was surpassed by none for its chivalry, gallantry, and discipline; when its ranks were constituted a band of brothers; when the proudest feelings of the highest officer were elicited by an order to conduct the national flag into foreign seas; if we look at the present, how sadly is it reversed. We behold them now, no longer proud of orders for foreign service, but strenuously urging claims to stations on shore, and even preferring inactivity to the command of the finest ships.

By the past policy of refusing rank and emolument to the navy, with the officers under the obligation to submit to orders, and the Executive under the necessity to give them for the public good, our captains are placed in commands which impose responsibilities, labors, duties, and consequences, that neither their rank justifies, nor their emoluments compensate for; if we ask, what are those responsibilities? It is answered, the conduct, the preservation, the order and efficiency, of not only the vessels they command themselves, but those of whole fleets, as well as the conduct of their commanders. The law requires that they should visit them frequently and see for themselves, that they should supply them efficiently with everything essential, and be held responsible for their economy; and we have already had instances, where losses have arisen from the detention or capture of vessels, by a vessel attached to a squadron, in which the courts of the United States have not hesitated to give damages against, not the commander of the vessel, but the captain commanding the squadron.

The increase of the national marine forces—the necessity of employing a large portion of them as a school for the instruction, on professional points, of the young officers, and the protection of our rights and interests abroad—the increased numbers comprising its grades—the support of order, efficiency, and discipline—not only call for further rank and justify it, but absolutely require it. In justice to the officers, they ought to be placed on a footing with those of foreign nations. It is due to their past efforts, gallantry, and skill, to their hazards and deprivations; and only right that duties and responsibilities should not be imposed on them, which neither their rank nor commission naturally requires.

The most simple justice demands that they should be better compensated, to enable them to support themselves abroad as American commanders, and their families at home as husbands and fathers. A nation, whose marine has acquired a reputation throughout the world, ought to have no means withheld to enable it to sustain, for the national benefit, that reputation. It requires much to gain reputation, but more to sustain it. Like that beautiful specimen of architecture, raised by the munificence and patriotism of the citizens of a not far distant city, to sustain the statue of the immortal Washington: to elevate that statue to the monumental summit, required but slender spars and cords; but to sustain it there, for ages yet to come, requires all the strength and solidity of the monument.

21ST CONGRESS.]

No. 415.

[1ST SESSION.]

AUTHORIZATION OF THE NAVAL EXPLORING EXPEDITION IN THE SOUTH SEAS AND PACIFIC OCEAN, AND OF THE PURCHASE OF AND PAYMENT FOR ASTRONOMICAL AND OTHER INSTRUMENTS FOR THE SAME.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 17, 1830.

Mr. WHITE, from the Committee on Naval Affairs, to whom was referred the petition of Lieutenant Charles Wilkes, jr., of the United States navy, reported:

That it appears from the proceedings of this House that a resolution was adopted on the 21st of May, 1828, authorizing the President of the United States to send one of the small public ships into the Pacific ocean and South sea to examine the coasts, islands, harbors, shoals and reefs in those seas, provided it could be effected without prejudice to the general interest of the naval service; and provided it could be done without further appropriations during that year.

And your committee find, from a report made by the Secretary of the Navy, on the 27th of November, 1828, to the President, that the sloop-of-war Peacock was selected for this service, and placed under the command of Master Commandant Thomas Ap Catesby Jones; and Lieutenant Charles Wilkes, jr., was selected as astronomer to the expedition.

Lieutenant Wilkes was instructed, in order to carry into effect the contemplated object, to purchase a number of astronomical and mathematical instruments; a list of which, with the letter of the Secretary of the Navy, is herewith annexed.

Your committee have annexed a statement of the articles paid for by the Navy Department, and also those paid for by the navy agent at New York. The sum of about \$3,300 remains unpaid to sundry individuals, for instruments purchased by the said Lieutenant Charles Wilkes, jr., as will appear from the statement annexed.

As this officer acted in good faith, under the orders of the Navy Department, your committee are of opinion that relief should be afforded to him for the liability he has incurred; and therefore report a bill authorizing the proper accounting officer to adjust the accounts of the parties interested.

Schedule of the astronomical and mathematical instruments purchased for the exploring expedition to the Pacific ocean and South sea.

Articles paid for by Navy Department:

To Lieutenant Wilkes, for reflecting circle.....	\$125 00
To E. Maury, for sextant.....	85 00
	\$210 00

Articles paid for by navy agent at New York:

To F. R. Hassler, for reflecting and repeating circle.....	\$500 00
To F. Robert, for celestial atlas.....	14 00
To R. Patten, for artificial horizons, &c.....	145 00
To P. Birtsell, for books, &c.....	127 00
To G. Chilton, for barometer and hygrometer.....	43 50
To C. Woakley, for sympresometer.....	38 00
To R. Patten, for sextants.....	300 00
	\$1,167 50

The following bills remain unpaid:

To Lieutenant Wilkes,	
For barometer, hygrometer, &c., imported by Professor Renwick.....	\$90 00
To Richard Patten,	
For repeating theodolite.....	\$560 00
For variation transit.....	550 00
For frame for pendulum.....	20 00
For azimuth compass.....	60 00
For dipping needle, &c.....	60 00
For telescope.....	20 00
For spirit levels.....	30 00
	1,300 00
To B. & S. Demilt,	
For astronomical clock and case.....	\$180 00
For three eight-day chronometers.....	1,260 00
For one pocket chronometer.....	260 00
	1,700 00
To Lieutenant Wilkes,	
For instruments ordered from England.....	\$150 00
For instruments ordered from France.....	8 00
	158 60
	\$3,248 00

To the honorable the Senate and House of Representatives, in Congress assembled:

Your petitioner, Charles Wilkes, jr., a lieutenant in the navy of the United States, respectfully sheweth: That he received an order at Washington, dated 18th November, 1828, from the Hon. Samuel L. Southard, the then Secretary of the Navy, directing him to proceed to New York, and there procure and prepare certain instruments for the exploring expedition about to be fitted out, named in a list enclosed with his orders, both of which :re hereunto annexed, marked A No. 1 and 2. That, in pursuance of said orders, he proceeded to New York, and procured some of the said instruments, and ordered others to be made. That he was directed, by a letter from the Secretary of the Navy, of the 4th December, 1828, (hereunto annexed, marked B,) to send the bills, certified, to the navy agent of the New York station, for payment; that he continued to do so until the beginning of April, when the navy agent refused to pay any more money, until a further order from the Department. That your petitioner then wrote to the Hon. John Branch, the present Secretary of the Navy, informing him of the refusal of the navy agent to pay any more money, and requested to know in what manner your petitioner was to liquidate the different bills for the instruments then making, and, in answer, he received a letter from the Hon. John Branch, dated 13th May, 1829, (hereunto annexed, marked C.) stating "that Congress had made no appropriation for the expenses of this expedition." And your petitioner further adds, that in subsequent verbal communications, the Hon. Secretary of the Navy told him that, as Congress had made no appropriation, or done any act to countenance the orders given your petitioner, he regretted he could not afford your petitioner any relief; but advised your petitioner to make application, by a petition, to Congress, at their next session: which your petitioner now does, and humbly prays that relief may be afforded him, by an

appropriation to the amount of the claims (hereunto annexed, marked D) against the exploring expedition, incurred by your petitioner in obedience to the aforementioned orders from the Navy Department.
CHARLES WILKES, JR., *Lieutenant U. S. Navy.*

NEW YORK, *February 19, 1830.*

SIR: Having understood, by a letter received from Mr. Colden yesterday, that the bills that are annexed to my petition have not enabled the committee of which you are chairman to ascertain the amounts due, and to whom, and that they ought to have been attested by the parties themselves, I readily embrace this opportunity of enclosing copies of them, attested by the parties, viz: Richard Patten, and Benjamin and Samuel Demilt, lest my letter to Mr. White, telling the circumstances, written a few days since, should not have proved satisfactory to your committee. I also enclose the receipt of Professor Renwick for the amount paid him by me. I extremely regret that the course I was advised to pursue has been so irregular; the mortification of being obliged to petition is alone sufficiently great, without any additions; if there should be anything else that I could rectify, I should be most happy to know it, that the claim may have an early settlement.

With great respect, I have the honor to be, &c.,

CHARLES WILKES, JR., *Lieut. U. S. Navy.*

Hon. MICHAEL HOFFMAN, *Chairman Naval Committee, House of Representatives.*

United States,		To Richard Patten,	Dr.
1829.			
December 4th.	For one repeating theodolite		\$560 00
	For one variation transit		550 00
	For one frame for pendulum		20 00
	For one azimuth compass, counterpoise movable		60 00
	For one dipping needle apparatus		60 00
	For one telescope, for observing coincidences		20 00
	For two spirit levels, each \$10		20 00
	For two spirit levels, each \$5		10 00
			<u>\$1,300 00</u>

State of New York, ss:

Richard Patten, being duly sworn, saith: That he is the manufacturer of the instruments named in the above bill, and that they were expressly made for the United States, for the exploring expedition, and that they were ordered by Lieutenant Charles Wilkes, jr., of the United States navy, acting under the orders of the Hon. S. L. Southard, Secretary of the Navy of the United States; and further, that to him, the said Richard Patten, the said amount of thirteen hundred dollars is solely and justly due for said instruments at fair prices.

RICHARD PATTEN.

Sworn before me, this 19th day of February, 1830.

W. P. HALLETT, *Notary Public.*

NEW YORK, *December 5, 1829.*

United States Exploring Expedition,		Bought of B. & S. Demilt.	
One astronomical clock, with an extra pendulum			\$160 00
One strong plain mahogany case for astronomical clock			20 00
Three eight-day box chronometers, at \$420			1,260 00
One silver cased chronometer, pocket size			260 00
			<u>\$1,700 00</u>

The astronomical clock and extra pendulum were manufactured by us, and all the above articles were ordered by Lieutenant Wilkes, for the United States exploring expedition.

BENJAMIN DEMILT.

City of New York, ss:

Personally appeared before me, this 18th day of February, 1830, Benjamin Demilt, one of the above firm of B. & S. Demilt, and, being duly affirmed, declared the above account to be correct.

WILLIAM W. MOTT, *Alderman.*

This is to certify that I have received ninety dollars from Lieutenant Charles Wilkes, jr., of the United States navy, being the amount paid for a barometer, hygrometer, and magnetic apparatus, imported by me for the exploring expedition.

\$90.

JAS. RENWICK.

NEW YORK, *February 19, 1830.*

NAVY DEPARTMENT, *March 13, 1830.*

SIR: I have the honor (in compliance with your letters of the 3d and 21st ultimo, calling for information in the case of Lieutenant Wilkes, whose claims and petition, with certain accounts of other persons, for instruments, &c., purchased for the exploring expedition, were enclosed in your letters) to submit a copy of the resolution of the House of Representatives, of the 21st May, 1828, declaring it expedient that one of our small public vessels be sent to the Pacific ocean and South sea; also, an extract upon this subject from the report of the late Secretary of the Navy, of the 27th November, 1828, and copies of the correspondence between the Navy Department, Lieutenant Wilkes and other officers, having reference to this expedition, as well as the case of Lieutenant Wilkes, as set forth in his petition.

It will be seen from these papers that other articles were purchased and engaged by Captain Thomas Ap C. Jones, for this expedition, besides those engaged by Lieutenant Wilkes; and should the committee determine to provide for the payment of the claims presented by Lieutenant Wilkes, it is respectfully suggested whether provision should not be made for the others in the same bill, and requiring the settlements to be made by the Auditor, on his being furnished with satisfactory evidence that the articles are of the value and quality for which they were engaged, and have been delivered to the commanding officer or navy agent at New York for safe keeping, or to this Department.

A statement is also submitted from the Fourth Auditor, of such articles as have been paid for, and of the pay and emoluments and other allowances received by Lieutenant Wilkes during the period for which he claims the per diem allowance for extra duty, whilst engaged in preparing for this expedition. The petition and other papers are herewith returned.

I am, very respectfully, sir, your obedient servant,

JNO. BRANCH.

The Hon. MICHAEL HOFFMAN, *Chairman of the Committee on Naval Affairs, H. of Rep.*

CONGRESS OF THE UNITED STATES, TWENTIETH CONGRESS, FIRST SESSION. }
In the House of Representatives, May 21, 1828. }

Resolved, That it is expedient that one of our small public vessels be sent to the Pacific ocean and South sea, to examine the coasts, islands, harbors, shoals, and reefs in those seas, and to ascertain their true situation and description.

Resolved, That the President of the United States be requested to send one of our small public ships into those seas for that purpose; and that he be requested to afford such facilities as may be within the reach of the Navy Department, to attain the object proposed; provided it can be effected without prejudice to the general interest of the naval service, and provided it may be done without further appropriation during the present year.

Attest:

M. ST. CLAIR CLARKE, *Clerk of the House of Representatives.*

NAVY DEPARTMENT, *November 18, 1828.*

SIR: It is important that the instruments for the exploring expedition be prepared without unnecessary delay. You will, therefore, proceed to New York, and exercise your best industry, skill, and judgment, in procuring and preparing them. The enclosed list will be your guide for the present. You will communicate to the Department the purchases you make, and the prices you agree to pay, that the necessary orders on the subject may be given. The utmost regard to economy is expected in all you do. I will endeavor to procure the astronomical clock which is at West Point.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

Lieutenant CHARLES WILKES, Jr., *U. S. Navy, Washington.*

List of instruments for the expedition in the South sea.

ASTRONOMICAL.

One repeating circle, one foot in diameter—bought; one repeating reflecting circle—bought; two repeating theodolites, six inches vertical circle; two sextants, one variation transit, three artificial horizons, one astronomical clock, one clock with invariable pendulum, one experimental pendulum and frame; two stands for the clocks; three chronometers of the very best quality, one to be set to sidereal time; one pocket chronometer for transporting.

MAGNETIC INSTRUMENTS.

One diurnal variation apparatus; one azimuth compass, counterpoise movable; two compasses, with Barlow's computation; one dipping needle; one needle for the intensity of magnetism.

METEOROLOGICAL INSTRUMENTS.

Two marine barometers, one of Daniells' standard barometers, two mountain barometers, one synsrometer, two Daniells' hygrometers, two electrometers, one hydrometer, one self-registering thermometer, one for solar radiation, one for terrestrial radiation, twelve of various sizes, common ones; six spare barometer tubes, and purified mercury; a portable observatory with instruments, to be used for sheltering the instruments and observers; a number of small parts of the different instruments, such as will be required in case of meeting with accidents, that the instruments may not become useless.

Most of these instruments are for the especial use of the astronomer, and therefore only one set will be required; and the other vessel may be supplied with ones less costly.

A complete set of drawing instruments for the construction of charts, &c.

Extract of the report of the Secretary of the Navy, made to the President of the United States, November 27, 1828.

On the 21st May, 1828, the House of Representatives passed a resolution requesting the President of the United States "to send one of our small vessels to the Pacific ocean and South sea, to examine the coasts, islands, harbors, shoals, and reefs in those seas, and to ascertain their true situation and description;" and authorizing the use of such facilities as could be afforded by the Department, without further appropriation during the year. To this resolution it was your earnest wish that early and full attention should be paid.

There was no vessel belonging to our navy which in its then condition was proper to be sent upon this expedition. The Peacock was therefore selected, and placed at the Navy yard at New York, to be repaired, and supplied with conveniences suited to the object. Her repairs and preparations are now nearly completed, and she will be ready to sail in a few weeks.

In looking to the great purpose for which this resolution was passed, and the difficulties and dangers which must necessarily be encountered, it seemed to be both unsafe and inexpedient to send only one vessel. But the Department did not feel that it had authority, either to purchase another, or to detach one more of the small vessels of the navy, to be joined with the Peacock; nor, indeed, is there another in the service suited to this peculiar employment. But the opinion and wish of the Department being known, an offer was made to it of such a vessel as was desired, being of about 200 tons burden, and calculated for cruising in the high southern latitudes, and among the ice islands and reefs which are known to exist there. This vessel has been received and placed at the navy yard, upon the express agreement that a recommendation should be made to Congress, to authorize its purchase, and if the recommendation was not approved that it should be returned to its owner. No money has been expended under this arrangement. That satisfactory evidence might be had, both of the fitness of the vessel and its value, directions were given to Mr. Eckford, of New York, and Mr. Hartt, the naval constructor at Brooklyn, to examine it and report on those points. Their report fixes the value at \$10,000. I cheerfully discharge my obligation, under the agreement, by an earnest recommendation that Congress authorize the price to be paid. Should this not be done, the vessel will be returned.

Measures have been taken to procure information of the present state of knowledge, in our country, on the subjects pointed out in the resolution, from our citizens who have been employed in the navigation of those seas, and who possess information derived from experience, which is confined very much to themselves and their log books and journals. An agent has been usefully and successfully engaged in this object, and has found few obstacles thrown in his way. Those who have been most acquainted, by business and interest, with that portion of the globe, feel the deepest solicitude for the success of the enterprise. The expedition will be enabled to sail with better guides than are usually possessed by those who embark in similar undertakings.

With a view to give the most useful character to the enterprise, it is important that persons skilled in the various branches of science should partake in it. Correspondence has, therefore, been held with scientific men, and some selections have been made, and others are now making, by the Department, of astronomers, naturalists, and others, who are willing to encounter the toil, and will be able to bring home to us results which will advance the honor and promote the interests of the nation.

Master Commandant Jones will command the Peacock, and other suitable officers have been designated.

The resolution was understood to authorize the use of the naval appropriations to furnish facilities for the expedition; and they have been used for all those objects which come within the terms in the bill of appropriation, as pay, subsistence, instruments, books, &c. But there are indispensable objects which do not come within any of the items in the bill, and for which provision is required. A bill on the subject was reported by the Naval Committee, at the last session of Congress, and placed on the list of business to be acted on, but was not reached before the close of the session. Its passage is necessary to accomplish the purposes designed by the resolution. It does not seem proper to detail the "facilities" which it is the intention of the Department to afford. One of them should be, a vessel to carry provisions, in order that, upon the arrival of the expedition at the scene of operation, the exploring vessels may be supplied in such a manner, that they may not be driven from their employment at too early a period, and that they may subsequently, from time to time, be further supplied from distant stations, so that no causes but the elements may arrest their labors, but they may, at all times and seasons, be at liberty to pursue their investigations without interruption. Other and obvious uses may be made of such a vessel, in the relief which it will afford, should disease or death make serious inroads on their numbers. A vessel suited to this object is within the control of the Department, and will either be chartered or purchased, as the means furnished by Congress may permit. The importance of the expedition, in all its aspects, and especially in its commercial relations, has augmented, in the view of the Department, by all the inquiries and investigations which have been made; and an anxious desire is felt, that nothing should be omitted which can tend to its ultimate success.

List of claims on the United States, for the exploring expedition.

Messrs. B. & S. Demilt, for chronometers, &c., as per account annexed	\$1,700 00
Richard Patten, for various astronomical instruments, as per account annexed	1,300 00
Professor Renwick, for articles bought in London by Captain Sabine, as per account annexed ..	90 00
Lieutenant Charles Wilkes, jr., for extra pay while employed in preparing and superintending the construction of the instruments, as per account annexed	336 00
Total amount of claims	<u>\$3,426 00</u>

NEW YORK, December 5, 1829.

United States Exploring Expedition,

	To B. & S. Demilt,	Dr.
To one clock with an extra pendulum		\$160 00
To one strong, plain, solid mahogany case for clock		20 00
To three eight-day box chronometers, at \$420 each		1,260 00
To one silver cased chronometer, pocket size		260 00
		<u>\$1,700 00</u>

United States Exploring Expedition,

	To Richard Patten,	Dr.
July 1, 1829.		
For one repeating theodolite		\$560 00
For one variation transit		550 00
For one frame for pendulum		20 00
For one azimuth compass, counterpoise movable		60 00
For one dipping needle apparatus		60 00
For one telescope for observing coincidences		20 00
For two spirit levels, at \$10 each		20 00
For two spirit levels, at \$5 each		10 00
		<u>\$1,300 00</u>

NEW YORK, December 5, 1829.

United States Exploring Expedition,

	To Professor Renwick,	Dr.
For the following articles, bought in London by Captain Sabine:		
To one barometer of Daniell		\$34 00
To one hygrometer		31 00
To one magnetic apparatus		25 00
		<u>\$90 00</u>

NEW YORK, December 5, 1829.

United States Exploring Expedition,

	To Lieutenant Charles Wilkes, jr.,	Dr.
For extra pay while employed in superintending the construction and preparing the astronomical instruments, from 18th November, 1828, until the 1st July, 1829, 224 days, at \$1.50 per diem		\$336 00

NEW YORK, July 15, 1828.

Sir: You will no doubt recollect my application to you some time since, to be ordered on the surveying service for which I had been preparing myself. As I believe there is little chance of employment that way at present, I would ask orders for the antarctic expedition, the qualifications requisite for both services being nearly alike. I hope that my application may meet with success.

I am, sir, with much respect, your obedient servant,

CHARLES WILKES, JR.

To Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

[Private.]

NEW YORK, October 8, 1828.

MY DEAR SIR: Enclosed you have the voucher for the repeating reflecting circle which Captain Sheriff, of the royal navy, was obliging enough to part with for the expedition, at the price paid for it originally; it was made expressly for his own use, and is a very superior instrument, and remarkably cheap—\$125; they cannot be bought in this country under \$180.

I have made some more inquiries about the person most able to put the instruments in order that are at Washington, and find that Stancliff, of Philadelphia, is much out of practice, and not likely to do them that justice that Richard Patten (who is the best workman here) will do; besides, it would save the double transportation, and being able to see them verified while in Patten's hands, would be another very important object. If I am to be honored with the appointment of scientific observer, I should prefer attending to all those I should have charge of myself, and particularly the chronometers; they ought to be one of the first things attended to, in order to be put under trial before sailing, to ascertain the dependence to place in them. Messrs. Demilt, of this city, are the agents of Parkinson & Forsham, of London, who are acknowledged the best makers; theirs having been given the preference on all the English expeditions. Messrs. Demilt inform me they can furnish six box chronometers, of Parkinson & Forsham's make; these, together with two good pocket ones, I think, would be enough; the two latter

are for comparing chronometers, and to be taken out of the ship, so as to avoid moving the box ones, which are large, and would be liable to accidents. The prices are not high: for the box ones, from \$300 to \$325, and the pocket ones are about one hundred less. In case you should think proper to entrust me with attending to the making and preparing the instruments for the expedition, I am confident, with the assistance of Professor Renwick, of being able to have those that are to be made, after the latest improved models and carefully verified; attending, at the same time, to have them furnished on the lowest possible terms. As I have observed kentledge provided for the ballast of the Peacock, I would submit to your consideration whether it would not be better to order Lehigh coal for that purpose, as it would answer for fuel in case of wintering in a high latitude.

I did intend to have added these remarks to my last letter; but was very much curtailed in time, in consequence of death in the family, shortly after my return home, which drew me off very much from the subject.

Believe me, with great respect, yours, &c.,
The Hon. SAMUEL L. SOUTHARD.

CHARLES WILKES, Jr.

P. S.—You will oblige me by ordering the amount to be paid me by the navy agent, and to say into whose hands I shall deliver the circle.

NAVY DEPARTMENT, *October 16, 1828.*

SIR: Your letter of the 8th instant (marked private) has been received.

You will be pleased to deliver the repeating reflecting circle, which you purchased from Captain Sheriff for the exploring expedition, to Com. Chauncey. The Fourth Auditor will remit you the amount of its cost.

I am, respectfully, &c.,

By order.

CHAS. HAY, *C. C.*

Lieut. CHARLES WILKES, Jr., *New York.*

NAVY DEPARTMENT, *November 17, 1828.*

SIR: Pay to F. A. Hassler, Esq., or order, five hundred dollars for a repeating circle, and charge the same to contingent for 1828.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

J. K. PAULDING, Esq., *Navy Agent, New York.*

WASHINGTON, *November 18, 1828.*

SIR: Permit me to request that the temporary orders you intend to give me should have particular reference to my keeping an astronomical journal, containing the rates of the chronometers, (for which purpose I shall be obliged to have printed formula,) an account of experiments performed with the pendulum apparatus, to ascertain by a well regulated series their lengths, going of the clock, &c.; also an account of the verification of the different astronomical instruments, and meteorological observations during the time they are undergoing trial, to be a document to show the care that was taken in the preparations for the astronomical service, and which is considered indispensably necessary in our own country and Europe by scientific men.

I should wish an order for the clock at West Point, and Dr. Bailly's "Formula for Astronomical Calculations," presented by Captain Hall to Colonel Thayer, for the use of the institution. It is not to be had (to my knowledge) in this country elsewhere, and is a very valuable book for the astronomer, as it would save him much and very many very long calculations; it is of very little, if of any use to the academy.

I would wish it to be stated whether I am to be guided in my selection of the instruments by the list I submitted to you, for the use of the astronomer. It is absolutely necessary that the above course of experiments should be performed, both before sailing and after the return of the expedition, in order to show by the comparison what dependence is to be placed in the experiments and observations (as to accuracy) during the voyage.

I have the honor to be, with great respect, yours, &c.,

CHARLES WILKES, Jr.

Honorable SAMUEL L. SOUTHARD, *Secretary of the Navy.*

A No. 1.

NAVY DEPARTMENT, *November 18, 1828.*

SIR: It is important that the instruments necessary for the exploring expedition be prepared without unnecessary delay. You will therefore proceed to New York and exercise your best industry, skill and judgment in procuring and preparing them. The enclosed list will be your guide for the present. You will communicate to the Department the purchases you make, and the prices you agree to pay, that the necessary orders on the subject may be given. The utmost regard to economy is expected in all you do.

I will endeavor to procure the astronomical clock which is at West Point.

I am, respectfully, &c.,

SAML L. SOUTHARD.

Lieutenant CHARLES WILKES, Jr., *U. S. Navy, Washington.*

A No. 2.

List of instruments for the expedition to the South sea.

ASTRONOMICAL.

One repeating circle, one foot diameter—bought; one repeating reflecting circle—bought; two repeating theodolites, six inches; vertical circle. These to be made by Patten, of New York. Two sextants; Patten has two of Troughton's, very superior; cost \$150 each. One variation transit, three artificial horizons; there are, I believe, two in the War Department. One astronomical clock; the one at West Point being a portable one, will be most suitable for the expedition. One clock with invariable pendulum—to be made in New York; one experimental pendulum and frame; two stands for the clocks; three chronometers, of the very best quality, one to be set to sidereal time; Messrs. Demilt, of New York, agents for Parkinson and Frodham, have six of their make; these may be put under trial, and a choice made; one pocket chronometer for transporting, of Parkinson and Frodham's make, if to be had, and if tried before sailing, to be sent for; three months and a half would be sufficient.

MAGNETIC INSTRUMENTS.

One azimuth compass, counterpoise movable—making in New York; two compasses, with Barlow's compensation—to be made in New York by Patten; one dipping needle, one needle for intensity of magnetism, one diurnal variation apparatus. These can be made or obtained, and one set will be sufficient for the service.

METEOROLOGICAL INSTRUMENTS.

Two marine barometers; one of Daniells' standard barometers—as this is a scarce instrument, it will have to be sent for; two mountain barometers—to be had in New York; one sympnismeter, two Daniells' hygrometers, two electrometers, one hydrometer, one self-registering thermometer, one for solar radiation, one for terrestrial variations, twelve of various sizes, common ones, six space barometers, tubes and purified mercury, a portable observatory, with tent—to be used for sheltering the instruments and observers.

There are a number of small parts of the different instruments, which will be required in case of meeting with accidents, that the instruments may not become useless. Most of these instruments are for the especial use of the astronomer, and therefore only one set will be required of them; and the other vessel may be supplied with ones less costly.

I find I have omitted to mention the common surveying instruments, which will be furnished according to the views of the Department on that subject. Add also to the above list a complete set of drawing instruments for the construction of charts, &c.

Before sailing, other smaller instruments may occur to me that would be of use, but they are very few, and might be substituted for others.

I have the honor to be, with great respect, your obedient servant,

CHARLES WILKES, JR.

To honorable SAM'L L. SOUTHARD, *Secretary of the Navy.*

NEW YORK, November 29, 1828.

DEAR SIR: I regret to state that, as I apprehended, the repeating circle bought from Mr. Hassler has been delivered to me very much injured. The injury has been done by neglect on the voyage, or by the persons to whom it was addressed (the Messrs. Blount) having opened and used it. How far it has been injured I am unable to say as yet, but after the supports of the back telescope are repaired I shall be able to determine by trying its adjustments. I hope the injury has not extended to the axis; if it has, I shall be obliged to take it to Philadelphia to be repaired by Stancliff, as I should not feel confidence in the best instrument maker here. I do not think any blame imputable to Mr. Hassler, who had it packed up very carefully, as his agents, Messrs. Blunt, here informed me, and from whom I received it. The packing of it is defective, and might have caused the injury. I have ordered a new box to be made, to have it packed in the same position in which it is used, which is the most approved manner of packing. I shall inform you soon how far the circle is injured, and I trust, in case I should think it necessary to take it to Philadelphia, the course would meet with your approbation.

I meet with much difficulty in the purchase of the instruments; might I ask that you would authorize the navy agent to pay for them on my handing to him the voucher, and giving my receipt for them. This course would prevent my drawing on my private funds, which at this moment happens to be inconvenient, and if I do not pay cash, and the holders discover the purchase is for the navy, the price is sure to be very much enhanced. You would oblige me by taking this into consideration.

In relation to the persons that are to compose the astronomical corps, I would beg leave to select two assistant surveyors, and a steady and careful servant to take care of the instruments; one of them to be a good draftsman, and well acquainted with the filling in duty, the other to be a past midshipman, somewhat quick at calculation, to be taught the detail duty. I flatter myself, (in case of my being appointed astronomer,) with these I should be able to meet all the exigencies of the service, and if we wanted more aid it might be given us by those officers who could be spared from the ship's duties.

I have several chronometers now under rate, and shall have four or five more in a few days, out of which I am in hopes of providing the expedition with those that may be depended on.

I have the honor to be, with great respect, your obedient servant,

CHARLES WILKES, JR.

To the Hon. SAM'L L. SOUTHARD, *Secretary of the Navy.*

B.

NAVY DEPARTMENT, *December 4, 1828.*

SIR: I have received your letter of the 29th ult., and authorized the navy agent to pay for such instruments as you may purchase, the bills to be certified by you as correct.

The other subjects mentioned in your letter will be considered hereafter, and answered.

I am, respectfully, &c.,

SAML L. SOUTHARD.

Lieut. CHARLES WILKES, Jr., *New York.*

NAVY DEPARTMENT, *December 4, 1828.*

SIR: You will be pleased to pay for such astronomical instruments as Lieut. C. Wilkes, jr., may purchase for the exploring expedition, the bills to be certified by him as correct, and charged to the appropriation for "contingent expenses, not enumerated, for 1828."

I am, respectfully, &c.,

SAML L. SOUTHARD.

J. K. PAULDING, *Navy Agent, New York.*

NAVY DEPARTMENT, *February 9, 1829.*

SIR: You will be pleased to furnish, as speedily as practicable, and as accurately as you can, a list of the instruments authorized by you to be prepared for the exploring expedition, with their cost.

I am, respectfully, &c.,

CHAS. HAY, *C. C.*

By order.

Lieut. CHARLES WILKES, Jr., *New York.*

NEW YORK, *April 7, 1829.*

SIR: I have the honor to report to you that the late Secretary of the Navy, in a letter of the 4th December last, directed me to send the bills of the astronomical instruments I was preparing, under orders of the 18th November, for the exploring expedition, to the navy agent for payment, whom he had authorized to pay on their being certified by me. The navy agent has continued to pay them until to-day, but declines now until he is further authorized.

I have the honor to be, sir, with respect, &c.,

CHARLES WILKES, JR., *Lieutenant U. S. Navy.*

HON. JOHN BRANCH, *Secretary of the Navy, Washington.*

NAVY DEPARTMENT, *April 11, 1829.*

SIR: I have received your letter of the 7th inst., and request that you will furnish a list of the instruments which you have contracted for, or for which the faith of the government is pledged. You will discontinue making further purchases, or doing any act in relation to the exploring expedition which may subject the Department to any expense.

I am, respectfully, &c.,

RICHARD H. BRADFORD, *Chief Clerk.*

Lieut. CHARLES WILKES, Jr., *New York.*

NEW YORK, *April 15, 1829.*

SIR: I have the honor to submit to you the following list of the instruments for which the faith of the government is pledged, that yet remain unpaid for. For the estimate of their cost, as nearly as can be obtained before they are actually finished, I would refer you to the list I enclosed to the Department on the 14th February, last.

I am respectfully, yours, &c.,

CHARLES WILKES, JR.

One repeating theodolite, one variation transit, one clock, with invariable pendulum, one experimental pendulum, with frame, one pendulum and convertible axis, one diurnal variation apparatus, one azimuth compass, counterpoise movable, two compasses with Barlow's compensation, one dipping needle, one needle for intensity of magnetism, one Daniells' standard barometer, two electrometers, one hydrometer, one Daniells' hygrometer, one self-registering thermometer, one small telescope, four portable spirit levels, the Connoissance des Temps for three years in advance, four chronometers.

I have several instruments on trial, which are on the list enclosed, with my orders of the 18th November, for which the government is not pledged, which I will immediately return to the owners.

With respect, &c.,

CHARLES WILKES, JR.

HON. JOHN BRANCH, *Secretary of the Navy, Washington.*

NEW YORK, May 7, 1829.

Sir: I have the honor herewith to enclose a full statement of the cost of the instruments procured, now in my possession, and of those ordered for the exploring expedition, for which the faith of the government is pledged, as nearly as I can possibly ascertain it.

Two of the instruments sent to England for (the standard barometer and hygrometer) have arrived, but without their cost; the others are expected daily, when I shall receive the different bills. I remitted but \$150, which I am assured will cover the whole expense. The *Connoissance des Temps*, sent to France for, will cost less than \$8.

The agreement I have made in reference to the chronometers is, that I shall be entitled to select four of those that prove the best on trial, before the sailing of the expedition; the rates of a number have been kept, superintended by myself, ever since they were first ordered—they will cost not over \$1,600.

By Captain Jones' request, and Mr. Southard's desire, I have made a large collection of charts, of the latest and best edition; some nautical books, for which the government are not chargeable with any expense. As it is almost impossible at short notice to obtain them, I would request to be informed if it is your wish that they should be retained under the present understanding, which is simply, that when a choice is made for the expedition that it shall be from among them.

* As the instruments are nearly all finished, you would oblige me by pointing out in what manner I am to liquidate the different accounts.

With greatest respect, I have the honor to be, &c., &c., &c.,

CHARLES WILKES, Jr.

Hon. JOHN BRANCH, *Secretary of the Navy, Washington.*

List of instruments procured and paid for.

One repeating circle, bought of Mr. Hassler, and paid for by the Department	\$500 00
Repairing the circle telescope, new box and packing	25 00
One repeating reflecting circle	125 00
Two brass sextants of Fraughton's, at \$150 each.....	300 00
Three artificial horizons, at \$25 each.....	75 00
One support for pendulum, with agate planes.....	45 00
One mountain barometer.....	25 00
One hygrometer, with ether, &c.....	18 25
One symprisometer	38 00
One celestial atlas	14 00
Journals for the astronomical, meteorological, and magnetical observations.....	127 00
	<u>\$1,292 25</u>

List of instruments ordered, for which the faith of the Department is pledged

One repeating theodolite.....	\$550 00	
One variation transit	550 00	
Clock, with invariable pendulum.....	200 00	
One experimental pendulum	50 00	
One frame for experimental pendulum.....	20 00	
One azimuth compass, counterpoise movable	60 00	
Two compasses, with Barlow's compensation plates, at \$30 each.....	60 00	
Dipping needle apparatus.....	60 00	
Two electrometers, at \$5 each.....	10 00	
One hydrometer	25 00	
One telescope for observing coincidences, with fixtures	20 00	
Two spirit bubbles, at \$10 each.....	20 00	
Two spirit bubbles, at \$5 each.....	10 00	
Four chronometers, of the very best quality.....	1,600 00	
One pendulum with convertible axis,	} sent to England for—presume their cost will not be over.....	150 00
One diurnal variation apparatus,		
One needle for intensity of magnetism,		
One Daniell's standard barometer,		
One Six's self-registering thermometer, }		
Connoissance des Temps, for 3 years in advance; sent to France for, will not cost more than..		8 00
		<u>\$3,393 00</u>

C.

NAVY DEPARTMENT, May 13, 1829.

Sir: I have received your letter of the 7th inst., enclosing a statement of the sums already paid, and the amount for which the faith of the government is pledged, for instruments intended for the exploring expedition. In answer to the inquiry, in what manner you are to liquidate the different amounts, I have to state that Congress made no appropriation for the expenses of this expedition.

I am, respectfully, &c.,

JNO. BRANCH.

Lieut. CHARLES WILKES, Jr., *New York.*

NEW YORK, May 19, 1829.

SIR: In answer to your letter of the 13th inst., I beg leave to state a few facts in relation to the funds that were provided, and mentioned by your predecessor, in his report to Congress, for the payment of the instruments intended for the exploring expedition. At the same time that orders were sent to me, to present the accounts to the navy agent for payment, orders were sent to him to draw on the contingent fund for 1828, for the money. I was requested to state, by the navy agent, the amount I should want to meet the engagements I had entered into, that he might draw the money before the expiration of the year, which I did. I afterwards learned from his clerk that upwards of \$2,000 had been received, and was ready to meet my drafts; but, as my orders did not permit my drawing or paying any money, until the instruments were actually finished and delivered, I made no call on him until March, when I was told that he had appropriated the money to other payments, and could not make any payment until authorized by you to do so.

I should extremely regret if the payments were now to be deferred, as the agreement with the instrument makers was, that the amounts should be paid immediately on the instruments being finished; who, relying on the pledge of the Department, have devoted themselves entirely, for the last five months, to the execution of this work. If they had not felt confident that the pledge of the Department was good, and of my assurance that it would be, under any change, they could not have been induced to lay aside other work, to expedite these instruments (the accomplishment of which was urged upon me by the former Secretary). They will, if the payments are not now made, necessarily experience much embarrassment in meeting their engagements, as few mechanics can do without the proceeds of their labor and expenses for five months.

I trust you will endeavor to make some arrangements that will prevent loss to them, and preserve the faith of the government and my own promises inviolate.

I have the honor to be, with great respect, yours, &c.,

CHARLES WILKES, Jr.

Hon. JOHN BRANCH, *Secretary of the Navy.*

NAVY DEPARTMENT, November 18, 1828.

SIR: I desire to place you in command of the *Peacock*, which will be the principal vessel in the exploring expedition, and will shortly be sent to the southern Pacific.

Be pleased to call at the Department as early as practicable.

I am, respectfully, &c.,

SAM'L L. SOUTHARD.

Master Commandant THOS. AP C. JONES, *U. S. Navy.*

To the Hon. Secretary of the Navy:

SIR: I have the honor to report my return from New York, having, in compliance with your order, and in company with Com. I. Chauncey, examined minutely into the present condition of the U. S. ship *Peacock*. The great experience of the officer under whose superintendence that ship has been rebuilt and thus far equipped, leaves but little room for alteration. I have, however, proposed a few changes and additions, which, if concurred in, can be readily made, viz:

1. The substitution of iron tanks (in part) in lieu of water casks.
2. Sheathing to defend the ship's bows against ice.
3. If tanks are introduced, from their greater weight, I think, more of the kentledge might be dispensed with.
4. Extra coal rooms to be built abreast of the chain lockers.
5. The second cutter and stern boat, now conel, to be substituted by clinker-built boats of similar dimensions; to be built light, and to draw as little water as possible; a small boat or dingy to be built for the launch, and the launch to be coppered.

The accommodations for the officers, proper, are complete, with the exception of the captain's cabin, which, with extra state rooms for the principal scientific gentlemen who are to accompany the expedition, are in such a state as to admit of early completion as soon as the number and character of persons to be provided for shall by you be determined on.

While in New York, I examined, with Lieut. Wilkes, several instruments in the hands of skillful workmen, and others which had been purchased, or put under rate for trial, such as theodolites, circles, sextants, chronometers, transits, &c., &c., but it does not appear that a suitable astronomical clock can be obtained in the United States, unless the War Department can be prevailed upon to loan us the one now at West Point.

Lieut. Wilkes has directed to search New York for charts, it being very desirable to obtain one copy of every published or manuscript chart of the seas that are to be the scenes of our operations; he is, however, directed not to purchase, but to examine, ascertain where they are to be had, and to furnish me with a list from which I design to make selections.

I cannot close this communication without inviting the attention of the Hon. Secretary of the Navy to the important subject of early appointments to the several scientific stations: that of principal astronomer, together with his assistants; the surveyor, draftsmen, &c., &c., can all be found in the navy; and as it is the navy officers who are to encounter the toils and hardships of the voyage, they ought not to be deprived of any advantage which this peculiar service offers to the intelligent and enterprising members of that corps. There are, too, other and weighty reasons why we should not exclude the officers of the navy from any station, the duties of which they may be competent to discharge, and that of jealousy, and the more than probable dissensions which would grow out of an incongruous mixture of citizens and officers, stands prominent among the causes which may lead to disaster, and an inglorious termination. These remarks are not based more upon the result of a long experience, than upon a

knowledge of the general sentiment which prevails with every class of officers in our navy, with regard to the exploring cruise now under consideration.

Lieut. Charles Wilkes, of the navy, is a prominent applicant for the appointment of principal astronomer, and, I doubt not, he is equal to the duties of the station he so ardently desires, having devoted the last three years to the study of the higher branches of mathematics and astronomy. His appointment, I can venture to say, would be no less gratifying to the navy generally than to myself.

I am, sir, your most obedient servant,

THO. AP CATESBY JONES.

Near Georgetown, D. C., December 16, 1828.

NAVY DEPARTMENT, December 3, 1828.

SIR: Master Commandant T. Ap C. Jones, who will command the U. S. ship *Peacock*, in the exploring expedition, comes to New York by direction of the Department, to make such examinations, &c., as may be necessary for him in the present stage of preparation for the voyage.

Be pleased to furnish him with such facilities as may be useful to his object.

I am, respectfully, &c.,

SAM'L L. SOUTHARD.

Commander ISAAC CHAUNCEY, *New York*.

NAVY DEPARTMENT, May 2, 1829.

SIR: You will be pleased to inform the Department if any articles have been purchased, or ordered by you, for the use of the exploring expedition; and if they have, to specify the same, and the cost of each.

I am, respectfully, &c.,

RICHARD H. BRADFORD, *Acting Secretary of the Navy*.

Capt. T. Ap CATESBY JONES, *U. S. Navy, Georgetown, D. C.*

Near Georgetown, D. C., May 6, 1829.

To the honorable Secretary of the Navy:

SIR: I have received your letter of the 2d inst., and in answer thereto I have the honor to state, that the only purchases made by me, for the use of the exploring expedition, was one sextant, for which eighty dollars were paid; and one large map of South America and Mexico, bought of — Burdsall, bookseller, &c., New York, but not yet paid for, nor delivered.

An astronomical clock, for the pendulum observations, was ordered by me, under the sanction of the late Secretary, which is still in the hands of the maker, (— Montondon, of Washington,) though nearly ready for delivery. The price of the clock, with pendulum, portable cases, &c., &c., complete, is not to exceed four hundred and fifty dollars. This instrument, it is believed, will be superior, for the purposes for which it is designed, not only to any at that time in the United States, (save, perhaps, the one at the Military academy at West Point, which we could not get,) but to any one that could have been imported in time for the expedition.

I am, sir, most respectfully, your obedient servant,

THO. AP CATESBY JONES, *Capt. U. S. Navy*.

TREASURY DEPARTMENT, *Fourth Auditor's Office*, March 13, 1830.

SIR: In reply to your letter of the 8th inst. I enclose herewith a copy of the several bills (No. 1 to 8) paid for instruments, books, charts, &c., for and on account of the South sea expedition, in addition to which Lieutenant C. Wilkes was paid in October, 1828, \$125 for a repeating reflecting circle, for the navy, and for his traveling expenses from Washington to New York, in November, 1828, \$33.90, as also his usual pay and emoluments of \$50 per month and four rations per day, from the 18th November, 1828, to the 1st of July, 1829, amounting to \$370 for his pay, and \$224 for his rations.

I have the honor to be, sir, very respectfully, your obedient servant,

AMOS KENDALL.

The Hon. SECRETARY of the Navy.

United States Navy Department,

To Mrs. Eliza Maury, Dr.

To one sextant, with telescopes, &c., for the use of the exploring expedition..... \$85 00

Approved.
Washington, January 26, 1829.

THOS. AP C. JONES, *commanding Exploring Expedition*.

Approved. SAM'L L. SOUTHARD.
To be charged to general contingent, under the head of instruments.

S. L. S.

Endorsement:

Pay to the order of R. B. Maury.
(Signed)

ELIZA MAURY.

Received, 27th January, 1829, of George Macdaniel, eighty-five dollars in payment.
R. B. MAURY.

NAVY DEPARTMENT, November 17, 1828.

SIR: Pay to F. R. Hassler, Esq., or order, five hundred dollars, for a repeating circle, and charge the same to contingent for 1828.

I am, very respectfully, &c.,

SAML L. SOUTHARD.

JAMES K. PAULDING, Esq., *Navy Agent, New York.**Endorsement:*

Pay to the order of Charles Wilkes, Esq., president of the New York Bank, New York.

F. R. HASSLER.

RICHMOND, Va., November 21, 1828.

Received payment, 26th November, 1828.

CHARLES WILKES.

Contingent unenumerated.

United States Navy, for astronomical department of the exploring expedition,

	To W. F. Roberts,	<i>Dr.</i>
December 18, 1828.	One celestial atlas.....	\$14 00

Received payment, December 18.

F. ROBERTS.

I certify that the above has been received, and is correct.

DECEMBER 18.

CHARLES WILKES, JR., *Lieutenant United States Navy.**Endorsement:*

Paid, by order of Secretary of the Navy of 4th December, 1828.

Received of James K. Paulding, navy agent, fourteen dollars in full of the within account.

NEW YORK, December 18, 1828.

F. ROBERTS.

United States Navy Department, for the astronomical department, exploring expedition,

	To Richard Patten,	<i>Dr.</i>
January 14, 1829.	For three artificial horizons, at \$25 each.....	\$75 00
January 14, 1829.	For one support for pendulum.....	45 00
January 14, 1829.	For one new box, new supports to telescopes, and packing and repairing astronomical circle.....	20 00
		<u>\$145 00</u>

I certify that the above is correct, and has been received.

JANUARY 14, 1829.

CHARLES WILKES, JR., *Lieutenant United States Navy.*

Received of James K. Paulding, navy agent, one hundred and forty-five dollars in full of the above bill.

\$145.00.

RICHARD PATTEN.

NEW YORK, January 15, 1829.

Contingent not enumerated.

The United States Navy, for formula for the astronomical department, exploring expedition,

	To P. Burtzell & Son,	<i>Dr.</i>
December 23, 1828.	For two "Meteorological Journals," medium paper, printed and ruled per pattern, and full bound, at \$10 each.....	\$20 00
December 23, 1828.	Three books, "Clocks," demy paper, printed and ruled per pattern, and bound, at \$4 each.....	12 00
December 23, 1828.	Two books, "Chronometers Daily," fool-cap paper, printed and ruled per pattern, and bound, at \$4 each.....	8 00
December 23, 1828.	One book, "Chronometers Weekly," printed and ruled per pattern, and bound.....	5 00
December 23, 1828.	Two books, "Longitudes," printed and ruled per pattern, and bound, at \$4 each.....	8 00
December 23, 1828.	Two books, "Magnetic Variations," printed and ruled per pattern, and bound, at \$4 each.....	8 00
December 23, 1828.	Two books, "Transits," printed and ruled per pattern, and bound, at \$4 each.....	8 00
December 23, 1828.	One book, "Pendulum Coincidences," printed and ruled per pattern, and bound.....	6 00
December 23, 1828.	Five books, "Observations," printed and ruled per pattern, and bound, at \$4 each.....	20 00
December 23, 1828.	Two books, "Transit Observations," demy, printed and ruled per pattern, and bound, at \$5 each.....	10 00
December 23, 1828.	Two books, "Repeating Circle," printed and ruled per pattern, and bound, at \$5 each.....	10 00
December 3, 1828.	Two books, "Lunar Observations," printed and ruled per pattern, and bound, at \$6 each.....	12 00
		<u>\$127 00</u>

I certify that the above is correct, and have been received.

CHARLES WILKES, JR., *Lieutenant United States Navy.*

Received from J. K. Paulding, Esq., navy agent, one hundred and twenty-seven dollars in full of the above account.

PETER BURTSSELL & SON.

NEW YORK, December 31, 1828.

United States Navy,		To George Chilton,	Dr.
Instruments for the exploring expedition, viz:			
A mountain barometer.....			\$25 00
Daniells' hygrometer.....			16 00
Ether for Daniells' hygrometer.....			2 50
			\$43 00

I certify that the above have been received.

CHARLES WILKES, JR., *Lieutenant United States Navy.*

NEW YORK, December 18, 1828.

Endorsement:

Paid by order of the Secretary of the Navy, of December 4, 1828, to James K. Paulding, Esq., navy agent.

Received of James K. Paulding, navy agent, forty-three dollars and fifty cents in full of the above bill.

\$43.50.

GEORGE CHILTON.

NEW YORK, December 19, 1828.

United States Navy Department, for the astronomical department, exploring expedition,		To Cornelius W. Oakley,	Dr.
For one symprisometer			\$38 00

NEW YORK, December 30, 1828.

I certify that the above has been received, and is correct.

CHARLES WILKES, JR., *Lieutenant, United States Navy.*

Received of James K. Paulding, navy agent, thirty-eight dollars in full of the above.

NEW YORK, December 30, 1828.

CORNELIUS W. OAKLEY.

United States Navy Department, for polar expedition,		To Richard Patten,	Dr.
Two superior brass sextants (Troughton and Sims, makers), at \$150 each.....			\$300 00

NEW YORK, December 4, 1828.

I certify that the above instruments have been delivered, and that this bill is correct.

DECEMBER 8, 1828.

CHARLES WILKES, JR., *Lieutenant United States Navy.*

By order of Secretary of the Navy, of December 4.

Received of James K. Paulding, navy agent, three hundred dollars in full of the above.

RICHARD PATTEN.

NEW YORK, December 8, 1828.

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs, March 15, 1830.*

SIR: In a hasty perusal of the papers in the case of Mr. Wilkes, I do not find any expression of opinion, on the part of the Department, whether the instruments not delivered are such as will be useful in the naval service. If they are, it would appear proper, if relief is granted, to provide for their purchase; if not, it may be thought best to permit the holders of them to dispose of them, and to provide only to pay any just claim for damages, if any. I desire you to inform me whether the instruments to be delivered are proper for the naval service.

With esteem and respect, yours, &c.,

MICHAEL HOFFMAN.

HON. JOHN BRANCH, *Secretary of the Navy.*

NAVY DEPARTMENT, *March 17, 1830.*

The Hon. Michael Hoffman, chairman of the Committee on Naval Affairs, House of Representatives:

SIR: I have the honor to acknowledge the receipt of your letter of the 15th instant, calling for additional information in the case of Lieut. Wilkes. Your letter, and the list of instruments engaged, but not delivered, have been referred to the Commissioners of the Navy, and a report required from them as to their suitability for naval purposes. Their report has been received, and a copy is herewith submitted.

I am, very respectfully, sir, your obedient servant,

JNO. BRANCH.

NAVY COMMISSIONERS' OFFICE, *March 17, 1830.*

Sir: The Commissioners of the Navy, in reply to your letter of the 16th inst., and the papers therein referred to, which you were pleased to refer to them, beg leave to observe that, of the instruments ordered for the "exploring expedition," the following "are proper for the naval service," considering surveying as a branch of that service, viz: repeating theodolite, variation transit, azimuth compass, compasses with Barlow's compensation plates, dipping needle apparatus, spirit bubbles, and chronometers—estimated to cost \$2,910.

The clock with invariable pendulum is an instrument very seldom made, except to order, and it would probably not sell to any private individual for one-fourth of its value. It would be useful in an observatory, and so might the instruments designated as those ordered from England. The "Connoissance des Temps" is not used in our service, although a valuable work; we use the British Nautical Almanac, or rather an American edition of that almanac.

I have the honor to be, with great respect, sir, your obedient servant,

JNO. RODGERS.

HON. JOHN BRANCH, *Secretary of the Navy.*

21ST CONGRESS.]

No. 416.

[1ST SESSION.]

ON THE EXPEDIENCY OF DISPENSING WITH THE MARINE CORPS AS PART OF THE
ARMED EQUIPMENT OF A VESSEL-OF-WAR.

COMMUNICATED TO THE SENATE MARCH 24, 1830.

NAVY DEPARTMENT, *March 23, 1830.*

Sir: In compliance with the resolution of the Senate of the United States, of the 1st instant, I have the honor to present the opinions, in writing, of the officers composing the navy board, and other naval officers now at the seat of government, to whom reference had been made on the subject.

In addition to these, there is also transmitted a letter from Lieutenant M'Keever, containing an extract of a letter from Captain Conner, commanding the United States sloop-of-war *Erie*, which had been fitted out without the usual allotment of marines, expressly with a view to test (to the extent of the experiment,) the expediency of dispensing with the employment of marines "as a part of the armed equipment of a vessel-of-war."

In the reports made by the officers on this point, there appears to be much diversity of opinion; but, as each has assigned his reasons for his own especial views on the subject, a consideration of them will furnish the best guide to a correct decision of the question; which, being strictly professional, can only be settled by reference to the weight of testimony brought forward in support of either side, by men practically experienced in the details of the points contested.

In reply to the inquiry, "whether the petty officers and seamen who have been in service, but from age, or slight disabilities are rendered unfit for the active duties of their calling on ship-board, can be usefully and safely employed as guards to the navy stations, in lieu of the marines now assigned to that duty," there can be little hesitation in admitting the affirmative of the proposition.

The duty of guarding naval stations may, without doubt, be well performed by veteran seamen, too far worn out to encounter the active labors necessary at sea, but sufficiently strong to discharge such as would be required of them in this service; and the fidelity of this class of persons may be regarded as worthy of the most perfect confidence.

One additional advantage which would result from the employment of the partially disabled and worn out seamen as proposed, would be the great relief which such employment would afford to the navy pension and hospital funds, now the only refuge of the veteran seaman in his old age and infirmities.

Whatever doubt there may be on the first subjects of inquiry contained in the resolution, there can be little as to the propriety of adopting the plan suggested, of substituting the partially disabled petty officers and seamen as guards at the navy stations, in lieu of the marine force now entrusted with the discharge of that duty.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

The Hon. JOHN C. CALHOUN, *Vice-President U. S. and President of the Senate.*

No. 1.

COMMANDANT'S OFFICE, *Navy Yard, Washington, March 5, 1830.*

Sir: I have had the honor to receive your communication of the 3d instant, covering a resolution of the Senate of the United States, of the 1st instant, calling for information relative to the necessity for employing marines on board our vessels-of-war, and whether seamen may not be usefully substituted in their place, &c., and requesting that I would furnish you, in conformity with the terms of the resolution, with my opinion, in writing, upon the different points embraced by it. Having been associated with many of the officers of the marine corps, in peace and in war, and entertaining the highest respect for many of them as gentlemen and officers, I cannot but regret that I should be called upon to give an opinion which may operate to their prejudice, if adopted; but in compliance with your official request, I proceed to answer the first interrogatory, "Whether it is necessary to the armed equipment of a vessel-of-war, that marines should compose a part of its military force?" I do not consider it necessary to the

armed equipment of a vessel-of-war, that marines should compose a part of its military force. To the second interrogatory, "Whether marines may not be usefully dispensed with, and a portion of the seamen be instructed in the use of small arms, and perform all duties which can be required of marines, either in battle or in ordinary service?" It is my opinion that marines may be usefully dispensed with. I am fully convinced they are not necessary to the good order of a ship's company. The sailor looks with a jealous eye upon men taken from the same station with himself, and invested with authority over him; excepting while on guard, the marines are mingled with the sailors, and their jealousies and prejudices give rise to endless quarrels between them. A portion of the seamen, or ordinary seamen, can be instructed in the use of small arms, and can perform all the duties which can be required of marines, either in battle or in ordinary service. By substituting landsmen for marines, taking care that none be received but young, able-bodied Americans, our navy would furnish a great additional number of seamen beyond what it has heretofore done. To the third interrogatory, "Whether seamen are not now instructed and practiced in the use of small arms?" By the present regulations, a portion of the seamen are directed to be instructed in the use of small arms; and by substituting ordinary seamen for marines, a much larger portion of the crew would be instructed and practiced in the use of small arms, than has been usual heretofore. To the fourth interrogatory, "Whether the petty officers and seamen who have been in service, but, from age or slight disabilities, are rendered unfit for the active duties of their calling on ship-board, can be usefully and safely employed as guards at the navy stations, in lieu of the marines now assigned to that duty?" It is my opinion that there are many petty officers and seamen now in the service, and many who have served in our ships-of-war, who are, from old age and other causes, unfit for the active duties of the service, but who might be usefully and safely employed as watchmen or guards at the navy stations, in lieu of the marines now assigned to that duty; and, by such an arrangement, provision would be made for those who have served honestly and faithfully, for many years, and would show to the petty officers and seamen that, for long and faithful services, they would be rewarded.

With very great respect, I have the honor to be, sir, your obedient servant,

ISAAC HULL.

Hon. JOHN BRANCH, *Secretary of the Navy, Washington.*

No. 2.

NAVY COMMISSIONERS' OFFICE, *March 6, 1830.*

SIR: I have had the honor to receive, and now comply with the circular of the 3d instant, which enclosed the copy of a resolution of the Senate respecting the marine corps.

To the first inquiry I beg leave to state, as my opinion, that marines are not a necessary component part of the crews of our vessels-of-war, for which various reasons might be assigned, but it is not considered necessary to enumerate them.

To the second inquiry, "Whether marines may not usefully be dispensed with," &c., &c., I answer affirmatively, from the experience of my professional life.

Twenty years ago, I was led to reflect seriously upon their utility on board ship, and became satisfied that they were superfluous, and each succeeding year has strengthened this conclusion.

Seamen have been always trained to the use of small arms (a portion of them at least), and, having shown themselves exceedingly expert at loading and firing, I can see no good reason against their substitution for marines. Voluntary enlistments and short engagements, punctually fulfilled by the government, by rendering the seamen of our navy contented and subordinate, have removed all necessity for the continuance of this corps, which was, I apprehend, originally established on account of its existence in the English navy, whence we also derived our regulations and laws.

To the remaining inquiry, I give also an affirmative answer, and my most hearty assent, as I have long thought our navy yards would be better protected by seamen than any other species of guard, their interests and their feelings leading them, in an especial manner, to this duty.

The moral effect of such an arrangement as this inquiry embraces would be great and salutary upon the seamen, by producing exertion and emulation, with the consciousness such situations (to them alike desirable and honorable) would be only given to the faithful and meritorious.

It may not be amiss to add, that the efficiency of musketry in naval warfare has been decreasing for the last sixty years, in nearly equal proportion to the increased efficiency of naval gunnery; and in proof of this, the disuse of swivels, blunderbusses, grenades, and such fire-arms as do execution but at a short distance, may be considered conclusive.

I have the honor to be, very respectfully, sir, your most obedient servant,

L. WARRINGTON.

Honorable JOHN BRANCH, *Secretary of the Navy.*

No. 3.

NAVY COMMISSIONERS' OFFICE, *March 9, 1830.*

SIR: I have the honor to acknowledge the receipt of your communication, under date of the 3d instant, covering a copy of a resolution of the Senate of the United States, of the 1st instant, requiring my opinion, in writing, upon the different points embraced by it, which I have now the honor to submit:

First. "Whether it is necessary to the armed equipment of a vessel-of-war, that marines should compose a part of its military force?" It is my opinion, and has for some time past so been, that it is not necessary to the equipment of a vessel-of-war in our navy, that marines should compose a part of its military force.

Second. "Or whether marines may not usefully be dispensed with, and a portion of the seamen be instructed in the use of small arms, and perform all duties which can be required of marines, either in

battle or in ordinary service?" From the foregoing impression, I think marines may be dispensed with, and an equal number of *landsmen* be shipped in their place, who should (as they now are instructed in the use of small arms) perform the duties which are now required of marines, either in battle or in ordinary service, by which that additional number of men would be gained for the general duties of the ship, from which the marines are, in many cases, now exempted, and an increase of seamen be formed for the navy.

Third. "Whether seamen are not instructed and practiced in the use of small arms?" The seamen, or whole ship's crew, are now instructed in the use of small arms. The great change in the construction of our ships-of-war, of each class, of late years, is such that musketry cannot be advantageously used, in consequence of the height of the bulwarks, which are too high to fire over, except at such an elevation as to render the fire of musketry useless; and to place marines on the poops, top-gallant fore-castles, or in the boats, would be murderous, as exposing them, without any protection, to the fire of the enemy.

Fourth. "Whether the petty officers and seamen who have been in service, but, from age or slight disabilities, are rendered unfit for the active duties of their calling on ship-board, can be usefully and safely employed as guards at the naval stations, in lieu of the marines now assigned to that duty?" In my opinion, petty officers and seamen who have been in the naval service, and who, from age or slight disabilities, are rendered unfit for the active duties of their profession, can be usefully and safely employed as guards or watchmen at all our navy yards, in lieu of marines.

To derive the benefit which may result to the naval service from the change herein suggested, it will be necessary that the government should strictly perform their part of the contract entered into with the seamen when they are shipped into the service, viz., that of discharging them in the United States, and at the expiration of their term of service.

All of which is respectfully submitted, by your obedient servant,

DAN'L T. PATTERSON, *Capt. U. S. Navy.*

HON. JOHN BRANCH, *Secretary of the Navy, Washington.*

No. 4.

WASHINGTON, March 6, 1830.

SIR: I have the honor to acknowledge the receipt of your "circular" of the 3d instant, with a copy of a resolution of the Senate of the United States, of the 1st instant, enclosed.

I do not believe it is necessary to the armed equipment of a vessel-of-war that marines should compose a part of its military force. I do believe that marines may be usefully dispensed with, and a portion of the seamen be instructed in the use of small arms, and perform all duties which can be required of marines, either in battle or ordinary service.

A part of the ship's companies in our navy are now instructed and practiced in the use of small arms; and I believe marines may be beneficially dispensed with on board of our public vessels-of-war.

Experience has satisfied me that our countrymen discover such an aptness and dexterity in the use of small arms, that, with moderate practice, the seamen would be able to employ to advantage this species of arms, whenever it might be necessary. I feel assured they can perform all the duties of guards and sentinels as well as marines, and that the aid of the regular soldier may be dispensed with on board our vessels-of-war.

I do believe that the petty officers and seamen who have been in service, but, from age or slight disabilities, are rendered unfit for the active duties of their calling on ship-board, can be usefully and safely employed as guards at the navy stations, in lieu of the marines now assigned that duty.

And I also believe, that, if the prospect is held out to the petty officers and seamen of the navy, of obtaining these situations in their declining age, or when slightly disabled, it will have the most beneficial effect on their habits and morals, and stimulate them to acquire a good character.

I have the honor to be, very respectfully, sir, your obedient servant,

W. M. CRANE, *Captain in the Navy.*

HON. JOHN BRANCH, *Secretary of the Navy, Washington.*

No. 5.

WASHINGTON, March 5, 1830.

SIR: I have the honor to acknowledge the receipt of your circular of the 3d instant, covering a resolution of the Senate of the United States. I shall proceed to reply to the several interrogatories proposed by that honorable body, in the order in which they stand.

To the *first*, I answer, that it is *not* necessary to the armed equipment of a vessel-of-war that marines should compose a part of its military force; and they may be usefully dispensed with. A portion of the seamen are already, by existing regulations, instructed in the use of small arms, and could perform all the duty required of marines, either in battle or in ordinary service.

To the *second*, I answer as above stated, that seamen are at present instructed in the use of small arms. I also assert that marines can be beneficially dispensed with, because the ordinary duty required of them at sea is that of mere pulling and hauling the rigging in working ship, which can as well be done by ordinary seamen or landsmen, who would, in addition, be employed aloft, and thus trained to seamanship. It must be borne in mind, that in introducing marines on board of our ships-of-war, we have followed the usage of the British, who have been impelled to this measure by the fact that their crews have been impressed, and thus rendered insubordinate and refractory. The voluntary enlistment of our seamen, and their known attachment to the service, necessarily obviate that necessity on our part.

The marines are dressed, when in port, in full uniform, every day; they are exempt from all duty, except that which grows out of the posting of sentinels, and other objects of mere pageantry. The arduous duties of watering and provisioning, the transportation of the stores, the boat duty, in all

weather and in all climates, devolve on the seaman alone; and the comparison which they draw between the toils and privations they endure, and the indolent occupations of the marines, is a continual source of bitter recrimination.

To the *third*, I reply, that I am decidedly of the opinion that petty officers and seamen who have faithfully served on ship-board, and whose age and disabilities may have rendered them unfit for active service afloat, would be preferable as guards at the several naval stations. Such employments would seem to be a just recompense for long and faithful services; and, in addition to their duties as guards, they could render themselves useful by various occupations incident to a dock yard.

Having thus answered the several queries contained in the resolutions, I will take leave further to remark, that, if landsmen were substituted for marines, the country would annually be adding to her stock of seamen, who, from a variety of causes, have degenerated and become scarce.

In a course of thirty years of service I have never known a marine to become a seaman; their ambition is directed to other objects, and when they are discharged from the naval service, either seek the ranks of the army, or are lost in the pursuits of private life.

Marines then are *not* necessary, either in peace or war, and the advantages which would accrue by their being replaced by young ordinary seamen or landsmen, is to my mind irresistible and conclusive.

All of which is respectfully submitted by your obedient servant,

CHARLES G. RIDGELEY.

To the honorable SECRETARY of the Navy.

No. 6.

GEORGETOWN, March 9, 1830.

Sir: Having the honor to acknowledge the receipt of your letter covering a copy of the resolutions adopted in the Senate of the United States on the first instant, I proceed with great deference to express my opinions upon the general question, "Whether marines can or cannot be beneficially dispensed with on board of our public vessels-of-war, and at our naval stations, and upon the best practical mode of supplying their places." In communicating the sentiments suggested by my experience and reflection, permit me to say that they have forced themselves upon me in spite of a high respect for the marine corps of our country, whose officers are eminently distinguished for professional ability and valor.

The ordinary duty of a marine is that of a sentinel, a duty which certainly must be performed by some one, though its discharge requires little more than fidelity and resolution. If this duty can be readily and safely confided to a portion of the crew of the vessel, if it can be united with the other duties of the seamen, then the marines may be usefully dispensed with. My opinion is, and long has been, that in the navy of the United States such is the fact.

The capacity to use small arms promptly and efficiently is necessary to the sentinel; it is in a measure necessary to all engaged on board of armed vessels. A portion of every crew is therefore instructed and exercised to that end; and the manner in which this has heretofore been done leaves with me no room to doubt that the substitution of seamen, instead of marines, would in no respect whatever diminish the security, precision, or punctuality of the guard.

The marine on board of our public vessels-of-war is incompetent to the discharge of any part of the seaman's duty. He never evinces the least disposition to acquire a knowledge of the profession, and is never sent aloft. He composes part of the regular watch, and may be employed in hauling ropes; but further than this he would justly consider transcending the line of his peculiar service.

Hence there is a broad distinction between him and the sailor; a source of much dispute, and often of contemptuous disparagement.

It would be better to have a class of men equally competent to perform the parts of marines and seamen; in other words, to train seamen to the duties of marines, to which certainly there is no incompatibility in their customary employments.

I am induced to believe that our seamen would cheerfully and proudly undertake this additional burthen; would feel honored by the confidence reposed in them and gratified by having as their sentinels those whom their prejudices would compel them to respect.

Steam navigation, by occupying our bays and rivers, has gradually produced a want of seamen. The nurseries which heretofore were found in our river craft, and which annually prepared numbers to embrace the sea as a profession, has now scarcely any existence. Ought we not then to adopt some plan by which we may supply the deficiency of this former and failing source? And is not such a plan discernible in providing, in lieu of marines, ordinary seamen, landsmen and boys, on board our public vessels? At present we employ and provide for many men who never can be serviceable as seamen; their places might be filled by those who are destined to that pursuit, and who would thus undergo, as it were, a novitiate, preparatory to the hardest and most essential duties.

In guarding and protecting the public property at the navy yards, old and slightly disabled petty officers and seamen are certainly as efficient, and may be made much more useful than marines. The marine, unless actually on duty as sentinel, is idle.

He is not competent to the ordinary work going on in the yard. Not so with petty officers and seamen; the rigging loft, the sail loft, &c., offer almost constant occupation, tending to advance the interest or husband the means of the government.

I cannot conclude without expressing the opinion that the employment of marines on board of vessels-of-war is to be ascribed to a reason that does not apply to the naval service of the United States. Where seamen engage voluntarily, and are not forced by impressment, the necessity of placing a species of foreign guard over their conduct does not exist; as the willing servants of a free country they are as fit to be trusted as soldiers on land. Discipline is necessary for both, but that discipline should be enforced by the same officers who understand and direct their duties, with the aid of men drawn from their own ranks. The marine is worthier of confidence than the seaman only when the latter is dragged and compelled to serve, and therefore presumed ready for mutiny or desertion.

Very respectfully, your obedient servant,

A. J. DALLAS, *Captain United States Navy.*

To the honorable JOHN BRANCH, *Secretary of the Navy, Washington.*

No. 7.

BALTIMORE, March 6, 1830.

SIR: At a moment when Congress is asking for information in reference to the utility or inutility of marines on board our ships-of-war, everything tending to elucidate the subject must be somewhat interesting; and I trust I may therefore be held excusable in troubling you with this letter, and the following extract of one which I have just received from Master Commandant Conner, dated off Havana, January 30th, and which I send you from an impression that the Department may not as yet have received his official report on this subject, so replete with interest to the navy. The *Eric*, it is known, sailed from Norfolk sometime in October last, with, instead of the usual marine guard, a proportional number of *landsmen*; in relation to which he says:

"Should the marine corps be separated from the navy, you will, in a very short time, hear every officer in command expressing his astonishment why such an absurdity had been so long tolerated. I often hear my officers remark, how much better we get along without marines, than if they were on board; and my own opinion is, my ship is decidedly more efficient for the purposes she was intended, as her crew is now constituted, than if she was encumbered with a marine guard. Although neither personally nor morally what may be termed a good crew, yet fewer instances of disorderly conduct, requiring my interference, have occurred on board this ship, than any I have ever served in. In fact, in no one instance since I have been in command of her, have I felt the necessity of a marine guard."

My own experience, on several occasions when I was in command and doing duty without marines, fully confirms the remarks of Captain Conner; for, so far from ever witnessing the necessity of a marine guard on board a ship, the fact of there being none always seemed to impart increased ardor and good conduct to the seamen; so that I feel constrained to believe, both from observation and reflection, that, by substituting, under proper regulations, *landsmen* in lieu of marines, the naval service of our country will be, throughout, greatly benefited, its ships rendered more efficient, a means afforded of increasing the number of seamen, and their general character and condition improved in every respect.

I have the honor to be, with the most profound respect and consideration, sir,

Your obedient, humble servant,

J. M. KEEVER.

The Hon. JOHN BRANCH, *Secretary of the Navy*.

No. 8.

WASHINGTON, March 8, 1830.

SIR: I have the honor to acknowledge the receipt of your circular letter of the 3d instant, enclosing a copy of the resolution of the Senate of the United States, calling for information on the following points, viz:

1. Whether it is necessary to the armed equipment of a vessel-of-war, that marines should compose a part of its military force.

2. Whether marines may not usefully be dispensed with, and a portion of the seamen instructed in the use of small arms, and perform all the duties which can be required of marines, either in battle or in ordinary service.

3. Whether seamen are not now instructed and practiced in the use of small arms, and, generally, any information which may elucidate the inquiry whether marines cannot be beneficially dispensed with, on board our public vessels-of-war.

4. Whether petty officers and seamen who have been in service, but from age and slight disabilities are rendered unfit for the active duties of their calling on ship-board, can be usefully and safely employed as guards at the navy stations, in lieu of the marines now assigned to that duty.

My opinion upon these points, which I submit in the order in which they are presented in the resolution, is—

1st. That marines, or men to perform the duties of marines, should compose a part of the military force of our ships of war.

2d. I do not think that marines could be usefully dispensed with on board our ships-of-war; for, notwithstanding seamen may be instructed in the use of small arms, so as to perform equally well all the duties required of marines in battle, yet, in the performance of the ordinary service, such as relates to the preservation of the police of the ship, and her military and warlike appearance, I should think marines preferable to seamen.

3d. On board of all our ships, a number of seamen corresponding to the rate of the ship, (say, about 250 in a ship of the line, 120 to 150 in a frigate, 60 to 70 in a sloop-of-war, and more than half the whole crew of a schooner) are practiced in the use of small arms. I would further observe, that although I do not think it advisable to dispense with the services of marines on board our ships-of-war, yet, that the numbers with which they have heretofore been supplied, might, to advantage, be reduced one-fourth, provided an equal number of seamen, or ordinary seamen, be substituted.

4th. From among the petty officers and seamen who have been a length of time in the service, but who, from age and slight disabilities, have been rendered unfit for the active duties of their profession, there are many to be found who could be usefully and safely employed as guards at the several navy stations, in lieu of the marines assigned to that duty. The difference in the expense of guarding our navy yards by watchmen, instead of marines, would probably be not less than sixty thousand dollars in favor of the former. But as it would be necessary to provide for contingencies occurring to marines employed at sea, we should keep in the service on shore a number equal to one-fourth or one-fifth of the whole number so employed; and in this view it would be advisable that one or two of our yards, to which our ships most frequently resort for repairs and equipment, should be guarded by marines, provided they are subjected, like those at sea, to naval law.

I have the honor to be, with great respect, sir, your most obedient servant,

JOHN RODGERS.

Hon. JOHN BRANCH, *Secretary of the Navy*.

No. 9.

WASHINGTON, March 4, 1830.

SIR: I have the honor to acknowledge the receipt of your circular of the 3d instant, enclosing a resolution of the United States Senate, respecting the employment of marines on board the ships of our navy, and at the navy yards. In reply thereto, I respectfully give it : s my opinion, that it is best to employ marines on board our vessels-of-war in commission, in the proportion of from one-tenth to one-twelfth of the complement allowed to each class of vessels.

A proportion (from one-fourth to one-fifth) of the seamen, ordinary seamen, landsmen and boys, attached to our ships-of-war, are always exercised at the small arms, and they go through the manual of loading and firing generally well; but I do not think they would be advantageously substituted to discharge all the duties which marines on board ship have to perform.

I am also of opinion that the services of the marines at our navy yards could be dispensed with, and a substitute found in watchmen taken from the citizens, or by a judicious selection of those who have faithfully served as petty officers and seamen in the navy. That there would be a great saving in the expense for protection of the yards by adopting the substitute I have not the least doubt. But, should the marines be retained for that duty, they ought to be put exclusively under the laws for the government of the navy, and subject to orders as when doing duty on board ship.

I have the honor to be, very respectfully, sir, your obedient servant,

WM. BAINBRIDGE.

Honorable JOHN BRANCH, *Secretary of the Navy.*

No. 10.

WASHINGTON, March 8, 1830.

SIR: I have had the honor to receive your letter of the 3d instant, covering a resolution of the Senate of the United States, relative to the marine corps, requiring information on the following points:

First. Whether it is necessary that "marines should compose a part of the military force of a ship-of-war?"

To this I answer that I do conceive them proper and necessary to constitute a part of the crew of a ship-of-war.

Second. "Whether marines may not usefully be dispensed with, and a portion of the seamen be instructed in the use of small arms, and perform all the duties which may be required of marines in battle or on ordinary service?"

To this I answer that for the mere purposes of battle perhaps the seamen might be instructed, in a limited degree, in the use of small arms.

Third. "Whether seamen are not now instructed and practiced in the use of small arms?"

To this I answer that a portion of the crew (other than the marines) are now, and always have been, instructed and practiced in the use of small arms; but that instruction and practice is very limited, as it necessarily must be.

Fourth. "Whether the petty officers and seamen who have been in service, but, from age or slight disabilities are rendered unfit for active duties of their calling on shipboard, can be usefully and safely employed as guards at the navy stations in lieu of marines?"

To this I answer I think not; but as I have never had any command or control over a navy yard or station I cannot speak to this question from actual experience. The foregoing answers would seem to comprise all the honorable the Senate of the United States require on this subject; and it would not have been proper to go farther were it not for that part of their third question, requiring also any general information in elucidation of the object of the resolution "whether marines can, or cannot, be beneficially dispensed with on board our public ships-of-war?"

Under this clause I would beg leave to remark that the marines are the only portion of the crew of a ship-of-war that is wholly military, and the only part which could be rendered such, by the nature of the service, as well as the nature of those comprising the other classes. If, then, it is at all desirable or useful to have a portion of the force of a ship-of-war wholly and completely military, that portion must be composed of a regular organized infantry, for this reason: that the sea officers, from their employments and occupations in ships-of-war, differ materially from military officers, because the ideas and general habits of sailors unfit them, in a great measure, for infantry soldiers; and because the limited space in a ship-of-war would not admit of their training, and their general duty and employment would be too much deranged and interfered with. In order to ascertain the necessity and utility of having a portion of the crew of a ship-of-war organized as infantry, it will be necessary to inquire into the object and duties of such a corps.

The first object is to instil into them these sound military principles, obedience, subordination, and respect, that they may be entitled to confidence in the discharge of their duties as sentinels, to watch over your magazines, spirit rooms, store rooms, gangways, galley, and look-outs; to preserve order and prevent interruption to the cooking duties, and to guard your prisoners of war, who sometimes outnumber the crew. In port they constitute the deck guard, and at sea they are (at least a large proportion of them) always near their arms; thus they prevent surprise from without, and check mutiny within. In the ordinary duties at sea the marine watch perform the same duties on deck which would be required of any other body of men, except going aloft, consequently their usefulness and force as men are not lost, for there must be some men kept on deck, in reefing and furling, to haul the rigging, and manage the cordage for those who are aloft. In battle, when the ship is engaged on both sides, or when otherwise necessary, they can be distributed among the carriage guns, for working the artillery. Should any operations, wholly military, be required of them on shore, they would be more efficient and competent to its performance; should the combined efforts of seamen and marines be required for the surprise of posts, or the escalade of a fortress, the marines, as a supporting column of regular infantry, would form a disciplined body, whereon to rest the security of the other classes who are appointed to make the grand effort, and would

yield them a steady column and military support in case of failure, when they would constitute the reserve, and cover the retreat and embarkation of the seamen. The latter are a class of men whose onset and first efforts are tremendous and formidable; but if resisted and discomfited they break into a hundred groups, which cannot be rallied, and they become a mere mob, who, without a body of regulars to sustain them, must fall sacrifice. Seamen have a particular aversion to the infantry drill, and, generally speaking, can be brought to little more in that art than to load and fire; that strict subordination and obedience to orders, and the pride of feeling, intuitive in a regular soldier, cannot be attained by a seaman; hence the entire confidence of the officers, for the performance of the ordinary duties on posts, cannot be yielded them; frequent punishments would ensue for neglect and irregularities, and disgust to the service would follow. But, sir, there is another evil in attempting to make marines of sailors: the scarcity of seamen, and ordinary seamen, would embarrass more and more the manning of our ships-of-war, if those who act as marines are substituted from the other classes. To take them from landsmen, no advantage would be gained, as regards the increased nautical efficiency of our ships; but much would be lost with respect to the military portion—we should have the men, without the seaman's or the soldier's profession. In the above observations, I have referred to the possibility of mutiny in our national ships-of-war; that mutiny has occurred in our navy, there is no doubt. One instance took place on board the *Constitution*, in the Bay of Leghorn, in the year 1807. The mutiny broke out, I think, in July, and was near becoming serious. By the formidable appearance of a column of marine bayonets, supported by nearly a hundred gallant officers armed, it was not only suppressed, but twenty of the ringleaders were secured, and sent home in the ship, ironed, for punishment; but the government deemed it most advisable not to punish them, *as they were right, and the commander was wrong*. It appeared that the period for which the men had engaged, *had expired*. This practice of keeping the ships-of-war absent beyond the period for which their crews are engaged, is becoming a fruitful source for mutiny. Commanders, anxious to execute all the objects of the government, in sending them abroad, lose sight of their obligations to *obey the law*, thereby rendering themselves liable to encounter death at sea, in the shape of mutiny, and *civil prosecutions* on shore, for detaining their men beyond the period for which they engaged. Their paramount duty is to return to the United States, and discharge their crews, after they had faithfully performed their part of the contract; that the government should as faithfully perform theirs, by returning them to their country and homes, and not suffering them to be discharged penniless in distant seas, to encounter starvation, or to beg, or become pirates.

Very many persons are under the impression that most of the mutinies in the British navy originate in their practice of impressment; but I believe there is scarcely an instance of the kind on record. Their mutinies originate in *oppression*, and not in impressment. I also believe there is no case where the *marines*, as a body, participated in the mutiny of the seamen. If we refer to the very serious mutiny of the channel fleet at the Nore, in 1797, I think we will find, (I speak from impressions on the memory only) that nothing was stated by the *mutineers*, as a grievance for redress on the part of the impressed men, except that sentence of death for desertion, committed by an impressed man, was urged on the King as too severe a punishment; and those who volunteered for the service, and took the bounty, insisted on being discharged every seven years. About the same period, a bloody mutiny took place on board the British frigate, the *Hermione*, on the West India station. This mutiny originated in the oppression and tyranny of the commander on that occasion. All the officers (except a master's mate) encountered death. Captain Pigot, the commander of that ship, was of such a tyrannical and intemperate disposition, as to wholly disqualify him for the command of men. If mutinies have not more frequently occurred in our ships-of-war, it has been owing to the mildness of our commanders, the good feelings of the seamen towards their officers, and the support afforded the latter, by a steady column of bayonets. There are some who will say, that marines are useless except for idle parade. But even form and parade in a military system are perhaps more essential, in aid of the preservation of discipline amongst republican citizens, than with the subjects of a King.

The whole business of life may be considered a little more than bent, so far as the desire of distinction goes, towards appearances. Men are, at best, but grown-up children, "pleased with a rattle, tickled with a straw." Take from military service its distinguishing trappings, the possible "pomp and circumstance of war," the probable vote of thanks of the national legislature, and what will then be left them to aid their patriotism, in calling forth the whole energies of the man, to support them in the perils of the battle and the ocean, the deprivations of their homes and its comforts?

If we refer to the past services of the marine corps, they will be found to be among the most distinguished. Whether you take them at the charge of the bayonet, in unison with the seamen wielding the sabre and the pike, boarding the gunboats off Tripoli, in their various actions on the ocean, or in their efforts with the seamen under Barney in resisting the advance of the British columns to your capital, you will find they have ever sustained a high reputation for discipline, conduct, and courage. Under these circumstances, I am decidedly of opinion, that the *marines* cannot be beneficially dispensed with in our national ships-of-war.

I have the honor to be, with great respect, sir, your most obedient servant,

CHARLES STEWART.

The Hon. JOHN BRANCH, *Secretary of the Navy*.

No. 11.

WASHINGTON, March 6, 1830.

SIR: In compliance with the request of your circular of the 3d instant, I have to state, that it is my opinion that marines should be employed in our ships-of-war, and should compose about a twelfth of the crews; provided that they are disciplined at the barracks, and not sent on board unacquainted with the use of small arms, as has been much the practice. If they are to be drilled on board, as such practice makes necessary, I should prefer substituting our ordinary seamen.

Seamen, ordinary seamen, and the larger boys, are instructed in the use of small arms, to the number of about one-fourth of the crew, so that our frigates have a company of one hundred and twenty musket men, well trained to load and fire, exclusive of the marines.

I have no experience respecting navy yards; but believe that our old petty officers could be employed to guard them well. Many of those officers are faithful and sober men.

I have the honor to be, respectfully, yours,

J. A. JONES.

The Hon. JOHN BRANCH, *Secretary of the Navy.*

No. 12.

WASHINGTON, March 6, 1830.

SIR: Your circular of the third instant, enclosing a resolution of the Senate propounding several interrogatories relative to the marine corps, has been received, and, agreeably to your request, I offer the following opinion:

That a marine guard on board our ships-of-war can be usefully employed, provided the guard be composed of young and sound men, well drilled in all the necessary exercises, and placed under the command of an experienced officer. But without strict attention to such regulations, it would be advantageous to the navy to dispense altogether with marines, and depend on our ordinary seamen. In some of our ships-of-war it is the practice to instruct *all* the ship's company in the use of small arms, in others, only a *portion* of them; but I am of opinion that seamen can never be made to perform the duties now assigned to marines, with the same steadiness and precision as a well-regulated and disciplined guard.

Marines, when serving in navy yards, should be subject to the laws for the government of the navy; otherwise, I would prefer watchmen selected from citizens, or old and trustworthy petty officers.

Finally, I am of opinion that the discipline of the navy would be promoted by causing the marine guard, on board of sloops-of-war, to be commanded by non-commissioned officers. This arrangement would give more room in the "ward rooms," and, as the guard on board this class of vessels cannot give employment to a commissioned officer, he might be more advantageously disposed of.

I have the honor to be, sir, very respectfully, your obedient servant,

J. ORDE CREIGHTON.

To the Hon. JOHN BRANCH, *Secretary of the Navy.*

No. 13.

WASHINGTON, March 6, 1830.

SIR: In reply to your interrogatories, embraced in the resolution of the Senate which you did me the honor to submit for my opinion, I beg leave to state:

1st. That I conceive it of the utmost importance to the armed equipment of a vessel-of-war, that marines compose a part of its military force.

2d. I conceive that this arm of the service cannot be usefully dispensed with; nor do I believe that any system of instruction will enable seamen to perform those duties peculiarly appertaining to soldiers, and which, from many causes, they are reluctant in the extreme to perform. In battle, their services are required in the management of the ship and the guns, and cannot be usefully applied to any other department.

3d. It is true that seamen in our vessels-of-war are under a certain degree of instruction in the use of small arms; they are, however, impatient under this instruction, and I have hardly ever known them to attain a tolerable degree of skill in their use. I do not conceive that the importance of marines in ships-of-war is confined to this particular part of their duty. They are the great and efficient organs of the police of those vessels; their interests are distinct from those of the seamen; nor have they any inducements to make common cause with them. Hence, in cases of mutiny, shipwreck, &c., they are the chief reliance of the officers—and I believe there is but one instance on record, (the mutiny at the *Nore*, which was properly more of a revolution than a mutiny,) in which they have not, under such circumstances, rallied around the officers, and been the efficient means of restoring and preserving good order and discipline.

4th. I do not think that petty officers, who, from age and slight disabilities, are rendered unfit for active duties of their calling on ship-board, can be usefully or safely employed as guards "at the navy stations." These duties are only proper for the young and robust. Another objection to their being employed arises, in my mind, from a long and close observation of their habits and characteristics, which are so peculiar as to impress me with the conviction that in no case are they calculated to act as sentinels, and to perform, (to them,) the obnoxious duties of a soldier. Old seamen, who are unfit for the active discharge of the duties required of a man-of-war's-man, I think may be usefully employed on board of receiving vessels, and in navy yards.

In submitting these opinions, I must nevertheless say, that the efficiency of this force will be always in a measure impaired, and the harmony of the service jeopardized, if it is not solely, and at all times, under the government of the rules and regulations of the navy.

With high respect, I have the honor to be, your obedient servant,

EDM. P. KENNEDY.

The Hon. JOHN BRANCH, *Secretary of the Navy.*

No. 14.

WASHINGTON, March 7, 1830.

SIR: I have the honor to acknowledge the receipt of your circular of the third instant, enclosing a resolution of the honorable the Senate of the United States, calling for information relative to the expe-

diency of employing marines on board of our vessels-of-war. In reply to which, I respectfully offer it as my opinion, that marines should compose a part of the force of a ship-of-war; that marines, under *naval laws*, could be made not only useful as a military body, but, by the adoption of the following plan, be made a school for seamen.

Marines not to be enlisted over the age of twenty-five, nor retained in service as marines beyond a stated period; after being well drilled at a school of practice, both as artilleryists and infantry, to be sent on board ship, and at sea liable to do such duties aloft, or elsewhere, as the service may require to make them efficient, whilst under enlistment, and fit to be received as ordinary seamen, when discharged. Experience has taught me that the sailor will not be efficient to the duties which have been required, or may be done by marines, without their nautical character being in some measure impaired by attention to military duty; and that it is not in the power of the sea officer to drill them efficiently to such duties. Should he be successful, it would be but a bad substitute for marines, as they come to us prepared for military service, and not only to do the duty of soldiers, but of ordinary seamen. It is usual to instruct a part of the seamen in the use of the musket; all their habits are adverse to attaining any of the acquirements of the soldier.

For the reasons above mentioned, I am persuaded that marines cannot be dispensed with. I will even for a moment suppose that seamen may be made competent to do the ordinary duties required of marines on board ship; yet it must be admitted that, for any purpose of attack, a body of soldiers would be necessary to make the regular approaches to storm a fortress, or counteract the movements of an enemy in the field; however brave the sailor may be, he cannot acquire that military knowledge under the instruction of the sea officer, on board ship, which would prepare him for such duties.

I am also of opinion, that marines, *governed by naval laws*, are preferable at navy yards, to aged or disabled petty officers and seamen.

I have the honor to be, with the greatest respect,

J. J. NICHOLSON, *Captain U. S. Navy.*

The Hon. JOHN BRANCH, *Secretary of the Navy, Washington City.*

No. 15.

WASHINGTON, *March 5, 1830.*

Sir: I have the honor to acknowledge the receipt of your communication dated the 3d instant, enclosing me a copy of a resolution of the Senate of the United States, and requesting that, in conformity therewith, I will furnish you with my opinion upon the different points embraced by it.

I perceive that the above resolution embraces four distinct inquiries; taking them in the order in which they stand, I shall proceed to give you my opinion on each.

1. I do conceive it necessary to the armed equipment of a vessel-of-war, that *marines* should compose a part of its military force.

2. Marines cannot be usefully dispensed with; but, on the contrary, are absolutely necessary. Nor can seamen, no matter how well instructed in the use of small arms, be made to perform the duties of marines, either in battle or otherwise.

3. Seamen are now instructed in the use of small arms; but every officer in the navy knows with what reluctance they perform that part of their duty. It is my opinion that marines cannot be beneficially dispensed with on board vessels-of-war; but while serving there, or in navy yards, the law should be so amended as to place them under the rules and articles for the better government of the navy of the United States.

4. I am of opinion, that marines are the best safeguard for the public property at navy yards. All which is respectfully submitted.

I have the honor to be, very respectfully, your obedient servant,

B. J. HOFFMAN.

The Hon. JOHN BRANCH, *Secretary of the Navy.*

No. 16.

NEAR PROSPECT HILL, *Fairfax County, Va., March 5, 1830.*

Sir: Your circular, dated the 3d instant, covering the resolution of the Senate of the United States, has just come to hand, and I hasten to communicate my imperfect views of the subject referred. To the first interrogatory, "Whether it is necessary to the armed equipment of a vessel-of-war, that *marines* should compose a part of its military force?" I answer unequivocally, that, in my opinion, it is indispensably necessary. To the second inquiry, "Whether *marines* may not usefully be dispensed with, and a portion of the seamen be instructed in the use of small arms, and perform all the duties which can be required of marines, either in battle or in ordinary service?" I answer, marines cannot be safely dispensed with: and that a portion of every ship's company in the navy is now trained to the use of small arms. They are made expert marksmen, but the natural aversion of sailors to the duties of a soldier forbids the hope of ever rendering them useful substitutes for well regulated marines. The third question answered, in part, by answer to the second. To the fourth interrogatory, "Whether petty officers and seamen who have been in service, but, from age or slight disabilities, are rendered unfit for the active duties of their calling on ship-board, can be usefully and safely employed as guards at the navy stations, in lieu of the marines now assigned to that duty?" I answer, they cannot; and the reasons are obvious. If guards are at all necessary in navy yards, and their utility cannot be denied, they should be composed of young, active men, free from physical imperfections of every kind, and capable of enduring the greatest fatigue and exposure: temperance, too, is most essential, whether in the sentinel on post or the watchman in his midnight rounds; these qualifications cannot exist in the weather-beaten sailor, nor in the impotent from any other cause.

In expressing the foregoing opinions, it may be expected that I should assign some reasons in support of my views. Without entering into a prolix discussion of the subject, I will simply state what

I believe will be admitted on all hands, viz: that some sort of a military guard is useful on board all ships-of-war; the great difference of opinion among our naval officers seems not to be whether a guard is, or is not, necessary on board ships-of-war, but of what character that guard shall partake, whether purely military, or of a mixed nature. Much might be said, pro and con, upon this subject, but I will content myself with facts as they exist; and if we recur to the history of the British nation, whose success in naval supremacy is certainly worthy of imitation in many respects, we shall find that the royal marines of Great Britain have formed a valuable integrant of the English navy ever since the year 1684; and I am not aware that, after near two centuries' experience, the British government, or the officers of her navy, have evinced any disposition either to abolish or make any change in the character and employment of that ancient and useful corps. I am aware, however, that it has been said that the same causes do not exist for a marine corps in the American that are to be found in the British navy. I am free to admit that the services differ in many respects, and especially in the mode of manning their ships in time of war; I have heard it said, too, by some who advocate the abolition of our marine corps, that, were it not for the value of marines in preventing and suppressing mutiny among men dragged by press-gangs into her service, England would discontinue the use of marines on board her ships.

It is now, I believe, about fourteen years since England laid aside that *obnoxious practice of impressment* to man her navy; simultaneous with that act, she increased, or rather doubled the number of *marines on board her cruising ships!* thereby forming an extensive nursery, if not for the formation of able seamen, at least to train up valuable marine gunners and ordinary seamen for future exigencies. Although the American navy does not at this time stand in need of marines to guard against or suppress mutiny on board our ships, it may not always be the case, should we ever have to resort to means other than *voluntary enlistments* to man our navy; nor ought it to be inferred, because our marines have not been called upon to coerce obedience in the seamen, that, in the absence of marines, some act of serious insubordination might not have occurred; the bare possibility of such an event is sufficient to justify the employment of preventive means. There are other and highly important duties on board ship, purely military, which can only be safely confided to the care of a soldier, who has been nurtured in the school of strict military discipline, such as the high trust committed to the experienced sentinel at the passage *leading to the store rooms and powder magazines*, when a slight omission or act of negligence might cause instantaneous destruction to the ship and all on board.

If, then, we admit the usefulness or necessity of a *guard of any kind on board ships of war*, it can hardly be denied that that system which is best defined and most unique in its organization, will produce the most perfect and certain result in practice, and ought to be preferred; hence the absurdity of the idea of forming a part of the sea officers and sailors into a *semi-military guard, as a substitute for marines!* They would be neither sailors nor soldiers; they would have no fixed or certain character; a mere shadow without substance, a body without a head; no rallying point, no *esprit du corps*, so necessary to stimulate the soldier to a zealous discharge of the important duties assigned him; and both *officers and sailors*, thus metamorphosed, would feel themselves disgraced in their *borrowed character*, and enter most reluctantly upon any of the duties now *exclusively* performed by marines. But it is not alone to the military duty of marines on board ships of war that their usefulness is confined; for in battle they are as expert in working the great guns as most seamen, and may be made equally so; in repelling boarders and securing prisoners, &c., they are particularly useful; and as *after guard*, to perform certain pulling and hauling (at all times required at sea) which must be performed by some part of the crew, the marines are *more efficient* than *able seamen*, because they are generally men in the prime of life, (and may always be such) possessing a greater degree of physical strength than can be found in the same number of what are called able seamen.

The foregoing comprise some of the important duties performed by marines afloat; but there is yet another source of usefulness to which they may advantageously be turned, viz: the conversion of a well-organized marine corps, or rather a corps of marine artillery, into a fruitful nursery for training up men for the *navy*; this great object can only be effected by a total change in the organization of that corps. It should be lopped off entirely from the *army*, (though the officers should be put upon a footing equal at least to those of the best regiment in the service,) and made an integrant of the navy: the non-commissioned officers and privates should be all native born citizens of the United States, recruited in the inland towns, &c., and enlisted as they now are for the term of five years: the first year, recruits should be instructed in their duty as soldiers and artillerymen on shore; the second and third years, they might be at sea, but on their return to the United States, they should be *permitted* to enter on board the ships of the navy as ordinary seamen, or in any other capacity for which they might be found best qualified; and, whenever a marine is thus transferred to the navy roll, his place in the corps is to be immediately supplied by a new recruit from the country.

In furtherance of this auxiliary for manning the navy, the proportion of marines should be increased on board the large ships. Those of the *line* ought to have at least one hundred and twenty rank and file, and the frigates not less than seventy-five. The effects of this plan would be, after two or three years, to add annually three or four hundred (*or about two-fifths of the whole corps*) to the list of ordinary seamen, and mechanics for the navy, all able bodied young men, comprising the very best materials of the country; nor would the benefits of this system stop here, for the return of these newly instructed marines to their homes and friends would be the means of diffusing correct knowledge with regard to the character and nature of the public service, thereby dissipating the prejudices which at present prevail with the country people in relation to the army and navy.

I have the honor to be, sir, most respectfully, your obedient servant,

THOS. AP CATESBY JONES, *Captain United States Navy.*

To the Hon. JOHN BRANCH, *Secretary of the Navy.*

[21ST CONGRESS.]

No. 417.

[1ST SESSION.]

SURVEY OF THE DRY TORTUGAS ISLAND, IN FLORIDA, FOR A NAVAL RENDEZVOUS AND DEPOT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 29, 1830.

MARCH 27, 1830.

To the House of Representatives:

GENTLEMEN: I transmit, for the consideration of Congress, a letter of the Secretary of the Navy, accompanying the report of Lieutenants Tattnall and Gedney, who were detailed to make a survey of the Dry Tortugas, and beg leave to call your attention to the importance of this position to the United States, as a naval station. I also respectfully recommend that the appropriations necessary to make a scientific examination of its capacities for its defence may be granted.

ANDREW JACKSON.

NAVY DEPARTMENT, *March 25, 1830.*

SIR: I have the honor to transmit herewith the report of Lieutenants Tattnall and Gedney, who were selected to make a survey of the Dry Tortugas, with a view to ascertain its fitness for a naval rendezvous and depot, for the use of the navy of the United States.

The result of their survey fully confirms the favorable anticipations formed from the general examination made by Commodore Rodgers, during the early part of the summer of 1829.

To the report itself, you are referred for many of the advantages which it combines and offers for such a station.

It is still, however, to be determined, whether this harbor is susceptible of such perfect defence as would justify its being selected as a site for the important purposes to which it has been proposed to be applied. As yet, no regular examination has been made by engineers, competent to decide the question of its defensibility. The officers who have made the survey, have expressed the opinion that a portion of it is entirely defensible. It is very important that this point be subjected to such investigation as will leave no doubt of the fact; and it is respectfully proposed that an appropriation be asked for, to enable the Executive to have the necessary scientific examination made, under the superintendence of the proper department.

It would be difficult to estimate the value of such a position for a naval rendezvous and depot, supposing it can be rendered entirely secure against the attacks of a superior maritime foe; perhaps no situation on all our southern coasts promises to afford the same important advantages.

It might be expected to give safe protection to the great and growing commercial interests of the States in the valley of the Mississippi, and contiguous thereto.

In time of war it would afford a place of security to the merchantmen of all the States to retire to, from the pursuit of an enemy, and at all times a place of refuge and relief to vessels in distress, and until they could be refitted for sea.

The cruising on the West India station would cease to have the terrors attached to it, which have heretofore been presented to the officers and seamen of the navy. Instead of encountering the pestilential atmosphere of the usual places of resort in those seas, after the usual short tours of service, they would find a healthy and refreshing retreat in the tranquil basins of these harbors, and the invalid might hope for a speedy restoration from the diseases incident to that climate.

Lying, as these islands do, directly in the track of vessels passing and repassing to so many points in the Gulf of Mexico, in doing which, they must be placed within the reach of the naval power of the United States, stationed at this rendezvous, it would give an influence which must be felt by all nations trading in those seas, and add to the inducements to preserve towards the United States the most amicable and peaceful relations.

The position of the Tortugas, from their proximity to the harbors from whence have issued the swarms of unprincipled depredators on the commerce of the United States, and which has resulted in such a loss of property and life, is peculiarly advantageous and commanding. Such are the facilities of egress from these harbors, that ships-of-war anchored there, could at any moment, and with any wind, immediately slip from their moorings, and sail in pursuit of vessels suspected of being engaged in unlawful enterprises.

The presumption is, that its occupation by the United States would completely suppress piracy from those ports in the Island of Cuba which have been heretofore so favorable for these purposes.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

The PRESIDENT of the United States.

UNITED STATES SLOOP FLORIDA, *February 28, 1830.*

SIR: The duties assigned Lieutenant Gedney and myself, in your orders of the 24th of August last, having been completed, we have the honor to lay before you a correct survey of the keys and harbors of the Dry Tortugas, accompanied by the following remarks on the most important points to which our attention was directed by your instructions.

The harbors.

The large or outer harbor is in the centre of the whole group of keys and reefs. Its extent is a mile and three-quarters by a mile and a half, and its depth generally eight fathoms. The anchorage is clear

of rock, and the holding ground of the first quality. It has three entrances from sea, with water sufficient for the largest ships from the S. E., S. W., and north. The two former are safe and easy of access. That from the north is difficult, being much intersected by shoals, and should never be attempted by large ships but in cases of emergency. It would, however, be of great importance in time of war. We experienced, whilst at the Tortugas, several very heavy gales from various quarters, and never found sea enough in the harbor to render it an unsafe anchorage. Our own opinion is confirmed by that of the fishermen who have frequented it for many years. We have no hesitation, therefore, in recommending it as a safe and commodious man-of-war harbor. The small harbor consists of two basins, the longest of which is twelve hundred yards by seven hundred and seventy, and the smallest six hundred yards by four hundred. The depth of the former is from twenty-eight to forty feet, and of the latter from sixteen to twenty-four. The bottom is clear of rock, and the holding ground excellent. The entrances are from the outer harbor, by channels of thirty-five feet into the large, and twenty-three feet into the small basin. The two basins are connected by a channel of twenty-three feet, so that vessels may haul from one into the other without passing into the outer harbor. This harbor is so completely walled in by the keys and flats, that the water, in the heaviest gales, is perfectly smooth, vessels having nothing to contend with but the mere force of the wind. In the last hurricane which was experienced at the Tortugas, two fishing smacks were at anchor in the small basin, one of which rode out, the other drove on shore, and when the gale abated was got off without injury. This information was received from a fisherman who was on board the smack which rode out the gale, and who states that, although it was of almost unprecedented violence, there was not sea enough to cause the vessel to pitch. This harbor is in fact a natural dock; as easy of access, and as safe when in, as can be desired. It is small; but if vessels should moor, as is usual in docks, so as to occupy as little space as possible, it would accommodate the greater part of our navy.

The health of the keys.

We arrived at the Tortugas on the third of October, previous to which our men had been considerably exposed, and several were invalids. We were immediately occupied at work on the flats, standing in the water during the heat of the sun, and in cutting extensive paths through the keys. An officer and several men were in consequence attacked with the intermittent fever, but so slightly that they were readily cured, without the aid of a physician. On recovering they had not, in a single instance, the sallow appearance generally following southern bilious fevers, but almost immediately recovered their usual appearance and strength. A second exposure invariably brought on a relapse, but even then the disease was so mild as to be checked without difficulty. We have not, during the whole cruise, lost a man, nor is there a person sick on board the vessel. The family of the keeper of the light house, consisting of five, (all northern constitutions,) have enjoyed uninterrupted health, and we were assured by the fishermen that they had never known or heard that the keys were otherwise than healthy; and, to use their own words, "that they never consider it necessary, when there, to be particularly careful of their health."

There is, indeed, nothing to cause disease; no ponds, no deposit of sea muds, as at Key West. They are as healthy as the deck of a ship in the same latitude. The health of this year may be considered as a fair criterion by which to judge it generally, for the neighboring parts of the Florida reef have been more unhealthy than usual. At Key West the mortality has been so great that sixty-five of the inhabitants died out of one hundred and fifty, and of the whole population very few escaped sickness entirely.

Susceptibility of defence.

On this point we can merely venture an opinion, as our profession does not lead us to any accurate knowledge of the subject. As a mere matter of opinion, however, we would say that the outer harbor could not be so defended as to prevent the entrance of an enemy, although the forts for the protection of the basin would prevent its occupation. There can be no difficulty, we think, in fortifying the basins, so as to render them perfectly secure. Should the keys not furnish sufficient space, the flats would afford as much as could be required. They are dry in some places, and have generally from two to three feet water on them. They are well located for this purpose, do not shift, and appear to be suitable foundations for the heaviest works. We refer you, sir, to the journal of the survey accompanying the report, for our further views in relation to this subject.

The opinion that some have entertained, that the keys are overflown in heavy gales, is certainly erroneous. This did not occur in the hurricane alluded to. Their location is very different from that of Sullivan's Island, and other islands on our coast, which have been subjected to this inconvenience. They have no main land near them to back the water, which, meeting with no obstacles, flows freely through them. The highest of the keys which would be fortified is from three feet nine inches to four feet one inch above the level of the highest tides which we experienced in four months.

The facility of supplying the place in the event of war.

By a reference to the chart, it will be seen that the keys and reefs occupy a circumference of thirty miles; that the three channel ways from the sea for large ships, are all in opposite directions, and that there are numerous passages through the reefs by which vessels of a light draught of water might enter the harbor. To these advantages may be added the excellent navigation for small vessels throughout the whole Florida reef; that they could be protected by convoys to within seventy miles of the Tortugas, and the vicinity of the gulf stream to the latter, which would subject blockading vessels to be frequently drifted from their stations. It would appear, therefore, that, if the station could be effectually blockaded at all, it would require a much larger force than any power could devote to that single object.

The importance of the position.

We can furnish but little information on this subject, which the Department does not already possess. Its importance as the doubling point of our commerce, to and from the Gulf of Mexico, is shown by the fact that, in a little more than three months, one hundred and thirty-one vessels, principally square rigged, passed in sight during the day, and it is presumable that an equal number may have passed at night. In

this number, the smacks and other vessels frequenting the Tortugas are not included; we would, however, suggest one point of view, in which its occupation may prove of great importance. The vicinity of St. Domingo to Cuba, and the nature of the population of the two islands, render it by no means improbable that, at a future day, their political condition may be the same. In this event, the proximity of Cuba to Florida, which must always be the weakest portion of the southern country, may be attended with imminent danger, particularly should we be engaged in a war with a naval power disposed to encourage a descent on the coast. A fortress at the Tortugas, looking directly into the port of Havana, in conjunction with a naval force, would be a strong, if not an effectual check on such a disposition, and give us, at all times, the control of the island. The principal disadvantage under which the position would labor, is the want of fuel; that of water could be remedied by tanks, and, in this respect, it would be in no worse condition than Gibraltar and some other important fortresses. The flats would afford, for this purpose, as much surface as could be required. Fuel might be supplied from the continent or neighboring keys on the reef. The want of fuel, however, does not appear to be a sufficient ground for not occupying the position, for if it can be supplied at all, it can as easily be supplied with one article as another. Owing to the mildness of the climate, the expenditure of fuel would be less than on the continent; it would be required only for cooking.

On all minor points, sir, connected with the subject, we beg leave to refer you to the journal.

I am, sir, with great respect and consideration, your obedient servant,

(Signed)

JOSIAH TATNALL.

The Hon. JOHN BRANCH, *Secretary of the Navy.*

21ST CONGRESS.]

No. 418.

[1ST SESSION.]

EXTRACTS FROM THE PROCEEDINGS OF A COURT-MARTIAL ON THE CONDUCT OF A PURSER IN THE NAVY, HAVING IN VIEW A CHANGE IN THE MODE OF COMPENSATION.

COMMUNICATED TO THE SENATE APRIL 5, 1830.

NAVY DEPARTMENT, *April 5, 1830.*

SIR: As the subject of an alteration in the mode of compensating pursers of the navy is now under consideration by Congress, I take the liberty of presenting the enclosed extracts from the trial of William P. Zantzing, late a purser in the navy.

The extracts show the charges and specifications of which Purser Zantzing was found guilty, and for which the court-martial sentenced him to be cashiered.

I am, very respectfully, &c.,

JNO. BRANCH.

HONORABLE ROBERT Y. HAYNE, *Chairman Committee Naval Affairs, Senate United States.*

Extracts from the charges and specifications preferred against Purser William P. Zantzing, by Master Commandant Claxton, containing those of which he was found guilty, together with the finding and sentence of the court.

CHARGE FIRST—SCANDALOUS CONDUCT.

Specification first. In this, that the said William P. Zantzing has, in various instances, illegally overcharged the officers and crew of the United States ship *Natchez*, whereof he is purser, by charging extraordinary and unwarranted prices on articles vended to them in his department.

Specification second. In this, that the said William P. Zantzing, purser, has corruptly and fraudulently made false and unfounded charges against the officers and crew aforesaid.

Part of third specification. In this, that the said William P. Zantzing, purser, did procure and bring on board of the said ship *Natchez*, then lying in the harbor of New York, a large stock of expensive wines and spirits, for retailing, and has in various instances retailed the same to the midshipmen and other subordinate officers.

Specification fourth. In this, that the said William P. Zantzing, purser, has, in a scandalous manner, resorted to subterfuge and falsehood to screen and prevent a fair exposition of the business of his department.

CHARGE SECOND—NEGLECT OF DUTY.

Specification first. In this, that the said William P. Zantzing, purser, did neglect to provide a sufficient supply of public slop clothing for the use of the crew aforesaid, in order and with a corrupt purpose, to allow and oblige them to purchase his own private slops, to the exclusion of those ordered and required to be provided by the government.

Specification third. In this, that the said William P. Zantzing, purser, did neglect to be made known to the crew aforesaid, the price at which he held the various articles vended to them in his department, in order to a correct understanding.

CHARGE THIRD—DISOBEDIENCE OF ORDERS.

Specification first. In this, that the said William P. Zantzing, purser, when ordered by me, his commander, to lay in no greater supply of sugar than would suffice for a run to the West Indies, did disobey, by providing a stock sufficient for a cruise of four or five months.

Specification second. In this, that the said William P. Zantzinger, purser, did issue champagne wine to the midshipmen, subsequent to my positive order forbidding such issue.

Specification third. In this, that the said William P. Zantzinger, purser, did knowingly disobey an order from Commodore Charles G. Ridgeley, commanding the West India squadron, authorized and predicated on a circular of the honorable Navy Commissioners, forbidding (except in certain cases) the purchase of private slops and sheeting, by providing a large stock of high-priced private duck frocks and trowsers, shoes and sheeting.

CHARGE FOURTH—FRAUD AND FRAUDULENT PRACTICES.

Specification first. In this, that the said William P. Zantzinger, purser, did, without authority and with a fraudulent purpose, procure and ship on board of the United States ship *Natchez*, and in part sell to the crew, a large supply of private duck frocks, duck trowsers, shoes, and sheeting, bought at exorbitant prices, and with a corrupt view to inordinate gain.

Specification second. In this, that the said William P. Zantzinger has been guilty of various frauds on the officers and crew of the United States ship *Natchez*, whereof he is purser, to wit: in illegally charging seventy-five cents per pound for tobacco, the cost of which (per bill rendered), was thirty and forty cents per pound; in charging twenty-two cents per pound for *brown sugar*, when, in fact, he had no "bill of cost" to sanction such charge, and when the quality is greatly inferior to a previous supply of *Havana white*, on which he grounds and justifies this charge of twenty-two cents per pound. In charging, without regard to rule or common justice, five different prices on the same lot of champagne wine. In charging boys' slop clothing at the same price as those of the men, when the former (per bill) were bought at a reduced cost. In charging three dollars and seventy-five cents for boys' leather caps, when the cost (per bill rendered) was only one dollar and fifty cents. In committing a fraud of fifty dollars on myself, his commander. In charging *twice* to the ward room officers a sum of money obtained on mess account. In committing a fraud of thirty dollars on Chester Christian, a seaman of the third division. In overcharging white hat covers. In attempting a still greater fraud on the price of white hat covers. In having no fixed rule for making charges on articles vended to the officers, other than his own partial and rapacious will.

Specification third. In this, that the said William P. Zantzinger, purser, when required by me, his commander, to make a return of public money disbursed from sums drawn or requisitions bearing my approval, did make a false and fraudulent return.

CHARGE FIFTH—OPPRESSION.

Specification. In this, that the said William P. Zantzinger, purser, after having fraudulently affixed an exorbitant cost to his sugar, did refuse to make a reasonable abatement in its price, whereby the midshipmen and ship's company were impelled rather to suffer during a long cruise, the privation of sugar and tea, than submit to what they conceived oppressive charges.

(Signed)

ALEX. CLAXTON.

NORFOLK, February 6, 1830.

SATURDAY, March 27, 1830.

The court met pursuant to adjournment. Present: all the members, except Commodore Charles G. Ridgeley. The court was closed and the balance of the proceedings, including the testimony of Dr. Tinsley, were read by the judge advocate, and the court having fully examined the testimony and documents referred to, made the following decision:

That they find and adjudge the said purser, William P. Zantzinger, guilty of the first specification of the first charge, and guilty of the second; guilty in part of the third specification of the first charge; "that a stock of expensive wines was brought on board, and that he did sell them to the midshipmen and other subordinate officers;" that he is guilty of the fourth specification of the first charge and guilty of the charge itself; that he is guilty of the first specification of the second charge; that he is guilty of the third specification of the second charge, and guilty of the charge; that he is guilty of all the specifications of the third charge, and guilty of the charge itself; that he is guilty of the first specification of the fourth charge; guilty of the second specification of that charge, except so much as relates to "overcharging palmetto straw for hats;" guilty of the third specification, and guilty of the fourth charge; that he is guilty of the specification of the fifth charge, and guilty of the charge itself.

And the court do further adjudge and sentence the said William P. Zantzinger, purser, to be cashiered, all which finding, adjudging, and sentence the court do hereby certify as the proceedings and record in this behalf.

21ST CONGRESS.]

No. 419.

[1ST SESSION.]

ON CLAIM OF LIEUTENANT COLONEL JOHN M. GAMBLE, OF THE MARINE CORPS, FOR PRIZE MONEY FOR A PRIVATEER CAPTURED BY HIM, IN WAR OF 1812-15.

COMMUNICATED TO THE SENATE APRIL 6, 1830.

Mr. HAYNE, from the Committee on Naval Affairs, to whom was referred the memorial of Lieutenant Colonel John M. Gamble, of the marine corps, praying compensation for the capture of a ship called the *Seringapatam*, during the late war with Great Britain, reported:

That Colonel Gamble, then a lieutenant of marines, attached to the *Essex*, during her memorable cruise in the Pacific, under Commodore Porter, was entrusted by him with the command of the *Greenwich*, one of his prizes, and whilst in command of that vessel he fell in with the vessel above mentioned, which,

after a short action, struck her colors. The Seringapatam was afterwards recaptured, and destroyed, but it is alleged that this did not take place till after she had been taken into the service of the United States by Commodore Porter; and it is insisted that this circumstance takes the case out of the general rule, of not allowing compensation for private armed vessels captured from the enemy. Though the Committee are well satisfied that the conduct of Colonel Gamble, on the occasion alluded to, was extremely gallant, yet they do not think it would be advisable for the United States to pay for private armed vessels, captured from the enemy, and afterwards recaptured and destroyed; nor do they think that the circumstance of the commander of the squadron arming such a vessel makes any difference in the principle. The committee, therefore, recommend that the prayer of the petitioner be not granted.

21ST CONGRESS.]

No. 420.

[1ST SESSION.]

ON THE EXPEDIENCY OF CERTAIN ALLOWANCES AND EXPENDITURES FROM APPROPRIATION FOR CONTINGENT EXPENSES OF THE NAVY DEPARTMENT, FOR THE YEAR 1829.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 5, 1830.

MR. AUGUSTINE H. SHEPHERD, from the Committee on the Expenditures of the Navy Department, reported:

That, in the discharge of the duty assigned them, they have turned their attention to the report of the Secretary of the Navy, submitted to Congress on the 25th of January last, and purporting to exhibit a view of the contingent expenses of that Department, for the year ending with the 30th of September, 1829. From the great number of items and variety of objects into which this head of expenditure divides itself, it could not be expected that your committee would be able to bestow that minute and detailed attention necessary to a judgment critically correct, as to each and every particular account. They have, however, so far examined as to be able to pronounce on their general correctness; a mere clerical error is detected in the specification of an expenditure, but upon looking into the account itself, the amount was found to agree with that stated on the books, and to consist of items constituting a legal demand against the government. But in applying this general term of approval, your committee feel constrained to qualify its import, by questioning the correctness of certain allowances, which were passed either during the last quarter of the year 1828, or early in the year 1829. This objection applies particularly to commissions allowed pursers and navy agents, over and above that fixed by law, and in relation to such parts of their duty as were strictly official, and for which no particular compensation was intended. In illustration of this objection, your committee state that, on the first day of March, 1829, an account was passed, embracing an allowance to a purser for commissions on sums of money paid to "mechanics and laborers." From inquiry, your committee learn that this practice had not even obtained the sanction of uninterrupted precedent; but, while charges thus obviously wrong had been occasionally disallowed, the applicant was still enabled, in another way, to obtain the same object; and, strange as it may seem, a charge for extra clerk hire (when, in fact, no such expenditure had been incurred) has been resorted to, and allowed, for the purpose of covering this unlawful demand for commissions. Your committee are also of opinion, that commissions have been improperly paid to special agents employed in the discharge of duties which were, by law, confided to regularly constituted disbursing officers of the Department. Under this head, they would refer to the account of a special agent, who was allowed commissions on certain expenditures devolving upon the captain of the Navy yard at Washington city. These, and many other irregularities, which had hitherto obtained and grown up into something like established usage, are wholly disappearing under the present administration of the Department, where there prevails a laudable purpose of acting, as far as practicable, within the letter of the law fixing the compensation; and, in all cases, necessarily resting upon discretion, no blind obedience is paid to precedent, but a deviation therefrom is adopted, whenever a due regard to economy would seem to require it.

With this view, the Department has determined to limit, as near as practicable, the amount paid to its officers and agents, for traveling expenses, to the sums *actually* expended; nor will it allow, without a very satisfactory explanation, any extraordinary demand, by reason of the applicant having traveled, to or from the Department, a greater distance than he could have done by following the accustomed route. A saving, under this head of expenditure, is already obvious; for while, in the year 1828, traveling expenses amounted to thirty-seven thousand eight hundred and eighty-eight dollars fifty-six cents, in 1829 it did not exceed twenty-three thousand two hundred and five dollars seventy cents. For the contingent expenses of the office of the Secretary of the Navy, your committee would refer to the letter of the Secretary, and the accompanying certificates of the Comptroller, showing the liquidation of the accounts of the agent, and a manifest saving to the government, under this division of expenditure. It will be at once perceived that the entire amount for 1829 is materially less than that of 1828; and that, even of this diminished expenditure, a very undue proportion was incurred before the commencement of the present administration of the Department.

NAVY DEPARTMENT, April 20, 1830.

SIR: I have the honor, in reply to your letter of the 15th instant, to state that the contingent disbursements on account of the office of the Secretary of the Navy, amounted, for the year 1828, to the sum of \$3,191.62.

That, from the 1st of January to the 11th of March, 1829, when I entered upon the duties of this Department, the payment for contingent expenses amounted to \$934.35; and from the latter date, to the end of the year 1829, to the sum of \$1,906.99; out of which the sum of \$597.05 was upon engagements entered

into before the present administration of this Department. There are also claims against this Department, amounting to \$724.51, contracted under the former administration, which still remain unpaid, that have been reported to the Committee of Ways and Means of the House of Representatives.

The amount disbursed during the first three months of the present year, including all engagements for that period, is \$482.27.

The disbursements are made with a view to strict economy; and the amount has been lessened by reducing the number of newspapers which have been taken at this office, and obtaining the necessary items of a contingent character, of good quality, and upon the most reasonable terms. Strict accountability is observed in the settlements of the agent who is charged with this fund, as will be seen by the enclosed copies of letter from the First Comptroller of the Treasury, upon the adjustment of his accounts.

I have the honor to be, very respectfully, sir, your obedient servant,

JNO. BRANCH.

HON. A. H. SHEPHERD, *Chairman of the Committee on Expenditures in Navy Department.*

TREASURY DEPARTMENT, *Comptroller's Office, November 16, 1829.*

SIR: Your account of expenditures, from 11th June to 30th of September, 1829, for books, printing, stationery, newspapers, fuel, and extra clerk hire, &c., including the cost of keeping the messenger's horse, from 1st May to 31st August, 1829, has been adjusted at the Treasury, and a balance of \$302.08 found due to the United States from you.

Balance per account rendered.....	\$301 48
Add amount overpaid Nathan Eaton, by over addition of his account, voucher No. 21.....	60

As above	\$302 08
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Respectfully,

JOS. ANDERSON, *Comptroller.*

MR. C. ANDREWS, *Agent, Office of the Secretary of the Navy.*

TREASURY DEPARTMENT, *Comptroller's Office, April 16, 1830.*

SIR: Your account of expenditures from the 1st October, 1829, to the 14th January, 1830, for printing, stationery, office furniture, fuel, newspapers, extra clerk hire, and keeping the messenger's horse, from 1st September to 31st December, 1829, &c., has been adjusted at the Treasury, and a balance of \$18.92 found due to the United States from you, as per your account rendered.

Respectfully,

JOS. ANDERSON, *Comptroller.*

MR. CHRISTOPHER ANDREWS, *Agent Office of the Secretary of the Navy.*

21ST CONGRESS.]

No. 421.

[1ST SESSION.]

ESTIMATE OF THE LOSS THE UNITED STATES WOULD SUSTAIN BY CHANGING THE SITE
OF THE NAVY YARD AT PORTSMOUTH, VIRGINIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 6, 1830.

NAVY DEPARTMENT, *May 4, 1830.*

SIR: I have the honor, in compliance with the resolution of the House of Representatives of the United States, of the 29th ultimo, directing the Secretary of the Navy to communicate an estimate of the value of property belonging to the United States, which would be lost or become valueless by changing the site of the Navy yard at Portsmouth, Virginia, for one more eligible, to transmit a copy of a letter upon this subject from the Board of Navy Commissioners, to whom a copy of the resolution was sent, with directions to furnish the desired information.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

THE HON. ANDREW STEVENSON, *Speaker of the House of Representatives of the U. S.*

NAVY COMMISSIONERS' OFFICE, *May 3, 1830.*

SIR: The Commissioners of the Navy, upon the subject of the resolution of the House of Representatives of the 29th ult., which you were pleased to refer to this board, beg leave to observe, that many of the improvements in the Navy yard at Portsmouth, Virginia, were made prior to the establishment of the board—of the cost of which this office furnishes no information.

If time permitted, the call might be answered as satisfactorily as the intrinsic difficulties attending it would allow, by appointing competent persons to examine the improvements in their present state,

estimate their value to the government, and the amount for which they would probably sell. So far as regards such improvements, we might then form an opinion as to the loss in the value of property belonging to the United States, which would be sustained by changing the site of the navy yard. In the absence of such data, our only means of answering the call is by a general estimate, founded not upon minute but upon general information.

The property which would be affected in value, by changing the site of the yard, consists, essentially, of the land; the first cost of which was \$21,000, and the additions made to it, by filling up, are estimated at \$7,000, making the whole cost of the land \$28,000; the wharves, including their original cost, and the repairs and improvements since made to them, are estimated to have cost \$140,000; warehouses, ship houses, timber sheds, building ways, officers' quarters, blacksmiths' shops, joiners' shops, rigging loft, barracks, &c., are estimated at \$260,000; the dock, the actual expense of which, by the last returns, amounts to \$237,536. These items of property, which would be affected in value by changing the site of the yard, amount in the aggregate to \$665,536. The difference between this sum, and the amount which this property, immoveable in its nature, would sell for, would be the loss arising, in this respect, from changing the site. These improvements have been made upon a scale, adapting them to the service of the nation, and are too extensive for individual possession. The ship houses are of a size for ships of the line and frigates; so is the dock now in progress; and it may here be observed, that the site selected for the dock has proved particularly favorable for that important purpose, the foundation proving, contrary to all expectation, more firm than that of the one constructing at Boston.

Independently of this fixed property, we have a very large amount of movable property, the transportation of which, to any other place, even within the Chesapeake Bay, would be attended with great expense and delay. This property consists of ships in ordinary, a ship of the line and a frigate now on the stocks and under ship houses, cannon, shot, live oak and other timber, provisions, stores and munitions of war, to a large amount; none of which could, with propriety, be removed, excepting to a place previously prepared to receive them; and it would take years to put any place in such a state of preparation.

In addition to this, the existing contracts for materials to complete the dock amount to not less than \$145,000; and the artificers and laborers are all engaged, and progressing as rapidly as is desirable, with this important national work. We have also contracts existing for erecting a wall around the yard, and for additional storehouses, estimated to cost \$46,000.

Upon the whole, the Commissioners incline to the opinion that the expense of transporting the movable property to any other place within the Chesapeake Bay would probably amount to as much as the fixed property would command at public or at private sale.

I have the honor to be, with great respect, sir, your most obedient,

JNO. RODGERS.

HON. JOHN BRANCH, *Secretary of the Navy.*

21ST CONGRESS.]

No. 422.

[1ST SESSION.]

ON THE ERECTION OF A RADIATING MARINE RAILWAY FOR THE REPAIR OF SLOOPS-OF-WAR, AT THE NAVY YARD AT PENSACOLA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 13, 1830.

To the House of Representatives:

GENTLEMEN: I have the honor, in compliance with a resolution of your House, of the 10th ultimo, to transmit the enclosed documents, which furnish all the information of the steps that have been taken, and plans procured, for the erection of a radiating marine railway, for the repair of sloops-of-war at the Navy yard at Pensacola.

MAY 13, 1830.

ANDREW JACKSON.

NAVY DEPARTMENT, May 12, 1830.

SIR: I have the honor, in compliance with the resolution of the House of Representatives, of the 10th ultimo, calling upon the President of the United States to communicate "what steps had been taken, or plans procured, for the erection of a radiating marine railway, for the repair of sloops-of-war at the Navy yard at Pensacola," &c., to send copies of the letters from the Commissioners of the Navy, of the 7th September, 1829, and 10th of May, 1830, and the report of L. Baldwin, Esq., of the 2d of September, 1829, the engineer appointed to make the necessary examinations, together with the original plan alluded to in his report. It has not been deemed advisable, since the receipt of the report, to take any new order on the subject, in consequence of the great difficulties and heavy expense attendant upon its construction, as therein represented.

It is respectfully requested that the plan* (being the only one possessed by the Department) may be returned when it can be dispensed with by the House of Representatives.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

The President of the United States.

* This plan being returned to the Navy Department, cannot, at the date of this publication, be found therein.

WASHINGTON, September 7, 1829.

SIR: I have this morning received from Mr. Baldwin the accompanying letter and plan of the Navy yard at Pensacola, which supplies the information promised in the letter I had the honor of addressing you on the 3d July last.

I have the honor, &c.,

JOHN RODGERS.

HON. JOHN BRANCH, *Secretary of the Navy.*

NAVY COMMISSIONERS' OFFICE, May 10, 1830.

SIR: The Commissioners of the Navy, upon the subject of the resolution of the House of Representatives, of the 10th ultimo, which you were pleased to refer to them, beg leave to state that, in conformity with directions received from you, two members of the board visited the yard at Pensacola, in June, 1829, one of whom had the honor of transmitting to you the result of the 7th September last.

Of the report then made, the Commissioners have now the honor of sending a copy. No measures are known to the Commissioners to have been subsequently taken for the erection of a marine railway at Pensacola.

I have the honor to be, &c.,

JOHN RODGERS.

HON. JOHN BRANCH, *Secretary of the Navy.*

NAVY YARD, Charleston, September 2, 1829.

SIR: I send, for the information of the board, a general plan of the Navy yard at Pensacola, West Florida, showing the position of the borings and the soundings which were taken under their direction, pursuant to an act of Congress, passed March 3, 1827, for the purpose of ascertaining the practicability of building a marine railway for sloops-of-war.

With this plan, and the following remarks, I shall proceed to lay before the board the result of my examination at that yard, with the plan, mode of construction, and estimate of the proposed work.

The plan of the yard shows the position of the buildings now erected, or in the progress of building, with the whole yard laid off by small red lines into squares of 100 feet. Those lines running north and south are indicated on the top of the plan by Roman letters, beginning by A, at the northwest corner, and terminating at V, by the shore of Pensacola Bay. Those lines running east and west are indicated by numbers, counting from A, down to the shore on the western boundary of the yard.

Upon the continuation of the lines marked by letters, the soundings were taken southerly, at every 50 feet, to or towards the channel; and similar soundings were likewise obtained on a continuation of the lines marked by number, and extended several hundred feet eastward from the shore. The diagonal lines were also sounded: first, one line on the diagonal of N 16, and O 17; second, Q 17, and R 18; third, R 16, and S 17. Calculating from those soundings, four fine black lines were drawn, indicating the lines of the respective depths of 6, 12, 18, and 24 feet. The points where borings were made or attempted, are shown by small red circles and red letters.

Several profiles of the lines of soundings, on which the borings were made, are given on one corner of the plan, which may be referred to their respective position on the plan by observing the letter or number at the left end of the profiles.

The various substances ascertained by the borings are shaded on the profiles, that they may better be understood; and the thickness of each, and the whole depth of borings, as well as the depth of water at high water, are added together. From data thus obtained, there appears to be a stratum of sand and two strata of soft mud lying at various depths, and of various thickness, above a bed of hard sand; into which, after passing the upper strata, it was almost impossible to penetrate with the auger. The mud in many places is several feet deep, below an upper stratum of sand, into which the auger was easily pushed. Thus, at the boring L, after the auger had passed through an upper crust or stratum of hard sand, 2 feet 1 inch thick, it was pushed several feet almost by its own weight, and was turned until it reached the depth of 17 feet in mud, and after forcing the auger a few inches below this, it was stopped by hard sand, which defied all our exertions to get it deeper; and such was almost the invariable result of every trial after passing the upper strata of soft sand and mud. Near the shore, the sand seems to lay much deeper, through which we could not get the auger, principally on account of the difficulty of boring through a fine running sand which chokes the auger; some attempts were made, as seen at O, S, and U. It will be observed from those trials, that the firm hard sand is generally found at the depth of from 27 to 37 feet, and no work, like the one contemplated, can be safely founded anywhere, but by carrying the piles or foundation to this depth. In order to show the slope, extent, and position of the contemplated railway, as it will be described hereafter, fine red lines are drawn in the profiles, that this board may have a clear view how far this slope corresponds with the natural surface of the bottom. I shall now proceed to indicate what appears to me to be the most eligible site for the railway.

Site.

From the fine movable character of the sand, forming the whole shore about the navy yard, it may naturally be expected that any artificial cavity made in the bottom, under the water, could soon be filled again by the operation of the current; and that any solid structure, built much above the bottom, would soon be blocked up, on one or both sides, by sand deposited in the eddy, created by a current crossing over the work. However, without a long and minute examination of the movement of the sand and operation of the current, it is difficult to fix the most eligible situation for a railway. I have, however, fixed upon the profile Q as the best. This will give an elevation for the top of the rail, on an average a little above the natural surface of the bottom, as much safer than founding one, when by excavation or

dredging the rail will be left below the surface. On the profiles M, O, and T, there does not appear sufficient depth of water at the lower end of the railway for a large sloop-of-war to be brought upon the cradle, when the stern will sink considerable below its ordinary trim; G and C would, perhaps, answer nearly as well as Q, but at those places, and at P, the water is not so deep as at Q. The profiles from the eastern shore, on the lines 13, 15, and 17, by the long shoals and sudden dip to the channel, are most objectionable.

Slope and dimensions of the railway.

The slope of a railway may vary from $\frac{1}{2}$ to $\frac{3}{4}$ of an inch in a foot, but I assume $\frac{5}{8}$ of an inch to a foot as the most eligible; to ascertain the length of railway at this slope, I have taken the usual draught of sloops-of-war at from 14 to 17 feet, as they might easily be trimmed for entering the cradle; the depth of middle frame of the cradle, at 2 feet 6 inches from the bottom of the keel to the top of the iron rail, on which the wheels move; I add, also, 6 inches more for the easy slope of the keel, that by trimming aft in preparation for entering the cradle, she may get a bearing on the whole keel, before she is drawn far up the railway, thus giving a depth of water for the lower end of rail of 20 feet. This will require 384 feet length of railway from high water level, in a slope of $\frac{5}{8}$ of an inch to a foot.

Above high water, the way should extend at least the length of the cradle, which will be 120 feet; the whole length will therefore be 504 feet. The elevation of the upper end will be, for 120 feet, 6 feet 2 inches, making the whole slope 26 feet 2 inches. The breadth of a railway for sloops-of-war, should be a little greater than that usually adopted for merchant vessels; but the one built a few years ago in Boston is the best one I have seen in the country, and is so firm, and upon such a scale, that the owners are prepared to haul up ships of 600 or 700 tons. Preserving the width there taken, which is 30 feet, and extending the cross pieces, on which the ship rests, about 2 feet further outside of the cradle frame, sufficient breadth may be had to take in a sloop-of-war; this will give better bearings for the carriage than by widening the rails.

Materials and mode of building.

Such is the destructive operation of worms upon wood in the Pensacola Bay, that none but the Palmetto or cabbage tree is yet found to withstand it; other timber may be used, if coated or covered with suitable materials; copper sheeting may be applied, but this might be broken, or otherwise injured, and would be corroded probably within a few years, so that no dependence can be placed upon the process for permanent durability. The best process for constructing the railway will be to form a foundation of piles made of the Palmetto, upon which stone masonry should be laid, to receive the cast iron rails, similar to those used in other places.

The length of railway founded in water, will be 384 feet from high water mark, along the middle line of the way. Three rows of piles, parallel with each other, and about two feet apart, should be driven, so as to be 3 feet distant from each other. For the side rails, a double row of piles, 15 feet distant from the middle line, should be driven on each side, parallel with, and of the same extent as the rows for the middle rail. The piles, when thus driven, should all be sawed off and accurately trimmed to the required slope.

There will thus be seven lines of piles; three for the middle, and two for each of the side rails, extending three hundred and eighty-four feet, which at three feet distance on each row, gives one hundred and twenty-eight piles for each, or eight hundred and ninety-six piles in the whole.

Upon the triple row of piles for the centre rail, a platform four feet wide, and extending the whole distance of three hundred and eighty-four feet, should be laid down and bolted to the tops of the piles. It should be made in the following manner: Cross pieces of plank, four or five inches thick, ten or twelve inches wide, and about four feet long, to be fixed to the pile heads at right angles with the direction of the railway; and upon those transverse pieces should run three long planks of the same thickness and dimensions of the cross planks; all these to be well bolted or secured to the piles. In the same manner a platform is to be connected with the piles in each row of side piling, to be about three feet wide.

Two courses of stone should be laid upon the middle platform in the direction of the rail, about two feet wide, with the outside faces four feet apart. The top, bottom, and joining ends to be all hammered, but the outside edges may be left rough. This course should be fifteen inches thick. The next course to cross the first should be hammered in the same way, be about one foot thick, and extend to within six inches of the edge of the bottom course; they must of course be three feet long, and upon this is to rest a line of single stones laid end to end, twenty-two inches wide and twenty inches thick; this last course to receive the cast iron rail plates upon which the cradle will roll. The two side rails to be constructed in the same manner, the lower course two feet wide, the second course twenty-one inches wide, and the upper line of stones to be sixteen inches square.

All these courses of stone to be laid in water cement, and well connected by dove-tailed joints, cramps, and dowels. When this part of the work is completed, a quantity of loose, irregular stones should be thrown in along the sides of the rail foundation, and between them, and afterwards leveled down to a little below the upper surface of the stone work, to preserve the lines in their relative situation, and to avoid the spreading and irregularity which might arise from the unequal pressure or movement of the cradle upon it.

As the ebb and flow of the tide at the Pensacola Navy yard is so small, being an average of about two feet, all the work of the foundation, after the piles are driven, must be done with the diving bell. That part of the railway extending one hundred and twenty feet above high water may be built in the following manner: A foundation wall of stone or bricks, to be laid about three feet wide at bottom, and three feet high, battering back on the sides so as to leave the top width two feet. Upon this may be laid a line of timbers two feet square to receive the middle line of rail plates. The two side rails will have a similar foundation, two feet six inches wide at bottom, three feet high, and eighteen inches wide on the top, upon which timbers for the rail plates may be laid, fifteen inches square; cross timbers to be laid transversely upon those walls, extending two or three feet beyond the outside of the side rail timbers. Upon those the middle and two side rails should be locked down and bolted, to keep the railway from spreading.

Estimate.

The Palmetto, or cabbage tree, may be procured from the Apalachicola river, or St. Andrew's Bay. Sticks from sixteen to thirty-six feet, and about ten inches diameter, will cost about seventy-five cents each; and those from thirty to forty feet are the largest that could probably be procured, and would cost about a dollar apiece, according to information I obtained at Pensacola. Allowing for waste, &c., one thousand piles may be taken as the estimated number.

Palmetto plank, four inches thick and one foot wide, including waste, 16,000 feet, board measure.

The foundation walls before described will contain three hundred and thirty cubic yards of masonry, and will require about eighty barrels of Roman cement.

In the estimate of the rail plates, chains, machine, cradle, diving bell, scow, and other apparatus for the work, except the foundation, piles, and stone work, as already mentioned, I shall take as the necessary data the actual cost of one of the railways built in Boston. Upon inquiry, I find that the same work could now be made for the same prices, and by adding a proportional part for the increased dimensions, that part of the estimate may be pretty safely relied upon.

The Boston railway is four hundred and fifty feet long, and as that contemplated at Pensacola is five hundred and four feet, we must add a little more than nine per cent. to the cost of the former, or say ten per cent., to get the cost of one like that at Boston. If to this be added twenty per cent. for enlargement of the machinery, for freight to Pensacola, and other charges, this part of the estimate may be supposed correct.

That part of the foundation extending one hundred and twenty feet above high water will require for the main walls about 60,000 bricks; and for ten cross walls, at every twelve feet, thirty-six feet long, three feet high and two feet wide, to support the tie beams connecting the rail timbers, 55,000 bricks; making in all 115,000. The Thomastown lime necessary will be about one hundred casks.

The Boston company have two railways, a large brick building for the machines, &c., and two machines for drawing up vessels. The whole cost, including real estate and building wharves, was about \$96,000, and the following is a statement furnished by the agent of the company, of the several heads of expenditure for one railway four hundred and fifty feet long, with its machine and all apparatus connected with it:

Amount of castings for rail plates, rollers, machines, &c., 141,553 lbs. at 4 cents.....	\$5,662 12
Expense of fitting up machinery.....	650 00
Expense of wrought iron axles, reaming and turning rolls, saddles, &c.....	750 00
The messenger or revolving chain, 125 feet long; 42 lbs to the foot, whole weight 5,250 lbs., at 20 cents.....	1,050 00
The bar chain, 350 feet, 15 lbs. to the foot.....	630 00
Clutch hook.....	25 00
Disengaging machine.....	30 00
Diving bell and apparatus.....	2,000 00
Lumber of every kind, including staging.....	5,146 00
Labor.....	7,350 00
Brick store, two stories high, 40 by 40.....	5,000 00
Stone piers for foundation of machine.....	300 00
Ballast and gravel for filling up between rails.....	1,200 00
Furnace for heating tar, &c.....	300 00
Engineer, superintendence, &c.....	1,500 00
Incidental charges not foreseen.....	406 88
	\$32,000 00

Cost of railway at Pensacola Navy yard.

FOUNDATION.

For one thousand palmetto piles, \$1.....	\$1,000 00
Labor of fitting, driving, and cutting, \$3.....	3,000 00
Sixteen thousand feet, board measure, of palmetto plank, \$15.....	240 00
Fitting and laying same.....	500 00
Three hundred and thirty cubic yards of hewn stone, \$20.....	6,600 00
Eighty barrels of Roman cement, \$10.....	800 00
Laying masonry, per cubic yard, \$5.....	1,650 00
Iron clamps, dowels, &c.....	200 00
Filling in between foundations and outside with broken and loose stone, 40 feet wide, 384 long, and 2 feet deep, on average, 1,175 tons, at \$3.....	3,525 00
Cost of foundation below high water.....	\$17,515 00
One hundred and fifteen thousand brick for that part of the foundation above high water, \$10.....	\$1,150 00
One hundred casks of Thomastown lime, \$4.....	400 00
Laying, &c., \$3.....	345 00
One thousand six hundred cubic feet oak timber for rails, \$1.....	1,600 00
Labor in fitting timber, &c.....	400 00
Cost of foundation above high water.....	\$3,895 00
Cost of rail plates, &c., for 450 feet of railway, as shown in the expenses of the Boston railway.....	\$5,662 12
Cost of fitting up machinery, as shown in the expenses of the Boston railway.....	650 00
Cost of wrought iron axles, reaming, turning, &c., as shown in the expenses of the Boston railway.....	750 00

Cost of messenger or revolving chain.....	\$1,050 00
Cost of bar chain.....	650 00
Cost of clutch hook.....	25 00
Cost of disengaging machine.....	30 00
Cost of labor.....	7,350 00
Cost of stone pier for foundation of machine.....	300 00
	\$16,467 12
Add 10 per cent. for 54 feet additional length of railway, upon the above data of Boston work according to prices here.....	1,647 88
	\$18,114 00
Add for enlarged dimensions of rails, machinery, freight, and other expenses attendant upon a railway at Pensacola, 20 per cent.....	3,622 00
Total expense of iron work and machinery.....	\$21,736 00

House for engine.....	\$6,000 00
Diving bell, boats, rigging, and other apparatus.....	4,000 00
Preparing bottom, digging trenches, leveling, and other labor for foundation work.....	2,000 00
Side wharves on piles, to facilitate the use of the railway.....	3,000 00
	\$15,000 00
Superintendents, overseers, &c.....	\$4,000 00

Recapitulation.

Amount of foundation below high water.....	\$17,515 00
Amount of foundation above high water.....	3,895 00
Amount of iron work and machinery.....	21,736 00
Amount of house for machine.....	6,000 00
Amount of diving bell, boats, rigging, and other apparatus.....	4,000 00
Amount of preparing bottom, digging trenches, leveling, and other labor for foundation work.....	2,000 00
Amount of side wharves on piles, to facilitate the use of the railway.....	3,000 00
Amount of superintendence, overseers, &c.....	4,000 00
	\$62,146 00
Amount allowed for contingencies, 25 per cent.....	15,536 00
Total estimated cost of the railway.....	\$77,682 00

Site for a wharf.

Having carefully examined and considered the nature of the grounds and the currents, I have fixed upon a site, as the most eligible one, for the contemplated wharf at Pensacola yard, agreeably to the wishes of the board, and shall proceed to describe the mode of building, and give an estimate of the cost.

The site and form are shown by the red lines at Y, Z, which, it will be perceived, is a little south of the situation marked off for the wharf lately begun; it consists of two parts. The part Z is 150 feet long and 50 wide, and to be supported on piles. This is to be connected with the shore by another part, marked Y, at right angles, 50 feet wide, and about 250 feet long. This part is to be built solid, with dry stone walls for the outside, and filled up with earth, or raised to a level with the part Z.

The main part of the wharf Z will be built on pine piles, about one foot square, and 50 feet long, on an average; to be copped with 24 oz. copper for an average length of 15 feet; all these piles to be 8 feet apart, each way, and the number may be taken at 150. Upon the tops of these piles are to be placed cap timbers, covered with a flooring of small square or ranging timber, or plank, from 6 to 9 inches thick, and covered with earth to the depth of 2 feet.

Under the wharf, and at a suitable distance from the front edge, and from each other, are to be placed two piers, or masses of stone work, in the following manner, for fixing the blocks or other tackle for hauling down the vessels; a number of palmetto, or coppiced piles, to be driven about four feet apart, upon an area of 10 by 15 feet for each pier. Those piles to be sawed off at the lowest possible line which the low spring tides will allow, and upon them a sufficient grillage, or platform of palmetto wood, to be laid. Upon this platform should be laid a mass of dry stone work, or masonry, brought up to a level with the surface of the wharf. This will constitute a mass of stones equal to about 80 tons, and being connected with the piles of the wharf, will, with the weight of earth covering around it, make a sufficient dead weight for the tackle, &c., for heaving down a sloop-of-war. The second part of the wharf, marked Y, 250 feet long and 50 wide, will be constructed as follows; on each side, and at the end next the channel, is to run down a stone wall, made of dry masonry; the whole extent of which will be 550 feet long upon an average, about 8 feet high, and 4.50 thick, equal to about 750 cubic yards; this wall to be built of the stones in the yard, and founded on a platform of palmetto timber, of ordinary dimensions, requiring 7,500 feet of timber; the filling in of the wharf with earth will be 3,100 cubic yards.

Further observations and examinations of the current and the sands at the proposed site than I was able to make, may render this mode of building the second part of the wharf ineligible, and, in that case, it may be constructed on piles, and covered with plank in the usual way; such a mode would allow a free passage of water under the wharf, and render any disturbance of the sands less liable to produce injurious effects.

Estimate.

150 piles, 50 feet long, = 7,500 cubic feet, at 20 cts.....	\$1,500 00
10,125 square feet, 24 oz. copper nails, and putting on, at 57 cts.....	6,771 00
Labor in fitting, driving, &c., each pile, at \$5.....	750 00
2,250 cubic feet capping timber and side capping, at 15 cts.....	338 00
Fitting and placing timber.....	500 00
5,000 cubic feet flooring timber, to secure the earth covering, at 15 cts.....	750 00
Fitting flooring.....	400 00
Earth covering, 555 yards, at 25 cts.....	138 00
48 palmetto piles, for two stone piers, at \$1.....	48 00
Fitting, driving, &c., at \$3.....	144 00
Platform of palmetto wood.....	20 00
Dry stone masonry on platform of palmetto wood, 10 by 15, and 8 feet high, 88 yards, at \$4.....	352 00
Platform for wall, 7 feet wide, 550 feet long, say, 7,150 feet, at 3 cts.....	212 00
Wall, 500 feet long, 8 high, and average thickness 4.5 feet= $550 \times 8 \times 4.5 = 733$ cubic yards, at \$4.....	2,932 00
Filling in with earth, 2,988 cubic yards, at 25 cts.....	747 00
Machines, boats, bolts, extra labor, and other things not enumerated.....	5,000 00
Superintendence, &c.....	3,000 00
	\$22,602 00
Contingencies, &c., 25 per cent.....	5,650 00
Total expense of the wharf.....	\$28,252 00

The weight of the earth covering the wharf may be sufficient for heaving down a sloop, if the tackle be well secured to the cap timbers, so as to take hold of a large surface; and if the wharf be covered with ballast or kentledge, guns, anchors, &c., near the points of fixing the heaving down tackle, the stone piers proposed in the above estimate may be dispensed with. In fixing a site for the railway, the exact position marked on the plan need not be strictly adhered to. The work may be carried out further from, or brought nearer to the shore, and thus other situations chosen. So with the wharf; should it be thought better to carry it further north than the place marked on the plan, it may easily be done; the only difference in the work will be, the extending that part of the wharf connecting the main part with the shore, and it may be considered better even to place it further north, towards the boring X, than to go further south, towards the proposed site of the railway. These are circumstances which must depend upon a more careful examination, as to the precise position, than we could ascertain in the short time we were on the spot.

Enough is done, I hope, to satisfy the board as to the general mode of construction, and the probable expense.

With great respect, your obedient servant,

L. BALDWIN.

P. S.—The plan is put into the post office, to be forwarded by mail.

To Commodore JOHN RODGERS, *President of the Navy Board.*

21st Congress.]

No. 423.

[1st Session.]

STATEMENT RELATIVE TO THE PAY AND EMOLUMENTS OF THE OFFICERS OF THE MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 25, 1830.

TREASURY DEPARTMENT, *Fourth Auditor's Office, May 28, 1829.*

SIR: In obedience to your request I have the honor to submit to you the following statement relative to the pay and emoluments of the officers of the marine corps.

By the Constitution, the power is vested in Congress "to raise and support armies," and "to provide and maintain a navy." To that body, under this grant, belongs all legislation relative to the raising, organization, government, and payment of the army and navy of the United States. The duty of the Executive is to carry into effect the system which Congress establishes. It is not within the rightful power of the President to raise more troops than are authorized by acts of Congress, to adopt a different organization, or a different system of government, or to increase or diminish their pay or emoluments. He must cause them to be paid the monthly pay which Congress prescribes; he must see that they receive the number of daily rations which Congress has allowed, or an equivalent; the lawful allowance for forage; quarters to shelter them; clothing to cover them; and fuel to keep them warm. But he cannot rightfully, under pretence of commutation, pay them more for articles or accommodations, as are allowed by law, than they are really worth, and thus add to the emoluments which Congress have prescribed.

By these obvious principles let us test in detail the pay and emoluments lately allowed to the officers of the marine corps.

The office of lieutenant colonel commandant of marines was created by act of Congress, passed April 22d, 1800, (U. S. Laws, vol. 3, page 344,) which declares that he "shall be entitled to the same pay and emoluments as a lieutenant colonel in the army of the United States." An act of March 3d, 1799, (U. S. Laws, vol. 3, page 292,) has fixed the pay and emoluments of a lieutenant colonel in the army at \$75 per month, 6 rations per day, and \$12 per month for forage, when not received in kind. These, therefore, become the lawful pay and emoluments of the lieutenant colonel commandant of marines, as effectually as if they had been enumerated in the act creating this office; and not having since been

altered or repealed in relation to him, they still constitute his rightful pay and emoluments. Comfortable quarters, and a sufficiency of fuel, he was entitled to as a matter of course, as well as a waiter from the line of his corps.

Yet, he has recently received \$75 per month, 12 rations per day, at 20 cents each; \$356.16 per year for two servants; \$384 per year for forage for four horses; \$231 for thirty-three cords of wood, and twelve cords for an office; in addition to which he is allowed a clerk at \$20 per month, and occupies a capacious house belonging to the United States, as quarters. His annual receipts from the treasury, in money, are \$2,747.16, to which add twelve cords of wood, and house rent, and the value of his pay and allowances will exceed \$3,000 per annum. It will be perceived that his monthly pay has not been increased, but he has long, and I believe always since the present incumbent entered upon the office, received double rations. An act of March 3d, 1797, (U. S. Laws, vol. 2, page 587-8,) provides that each officer in the army, when commanding a separate post, shall be entitled to double rations. This act remained un repealed in 1800, and would apply to the lieutenant colonel commandant of marines, provided he could be brought within the circumstances entitling a lieutenant colonel in the army to double rations. But, as he is commander-in-chief of the corps, and his command, wherever he may be located, extends throughout all the Union, embracing all posts, stations, and detachments, I cannot comprehend how he can be said to be in command of a *separate* post. It is true that his head-quarters are at the Marine barracks in this city, where there are eleven privates, with one captain, two first lieutenants, four staff officers, five sergeants, and two corporals to command them, besides five musicians and fourteen boys learning music! But would not this head-quarters be equally a separate post if located at any other place? Could he possibly be placed in a situation where he would be less entitled to double rations? Or, if the whole 949 officers, musicians and privates, contained in the corps, united in one body, would he then, as his responsibilities increased, cease to be entitled to his double rations, by ceasing to command a separate post? If the prevailing construction be correct, he can never cease to be entitled to double rations, and his rations are those of a lieutenant colonel in the army in 1800, as the law says they shall be but double that number. It is inconceivable, that when Congress declared that his regular rations should be six, they meant twelve; I therefore conclude that the lieutenant colonel commandant is, by law, entitled to receive only six rations per day.

All the officers are allowed 20 cents for each ration. The rations for the privates is estimated by the quartermaster at 12 cents, and he informs me that it costs less than 11. The lieutenant colonel commandant, therefore, has not only been allowed double rations, but almost a double price for them. The money paid him for 12 rations would purchase 22 soldiers' rations. The law makes no difference between the ration of an officer and a private. There is no law commuting the ration in the marine corps, or fixing the commutation price. It is done wholly by Executive authority. Has the President the power, without the authority from Congress, when the daily rations of an officer would cost only \$1.32, to pay him \$2.40, thereby increasing his emoluments at the rate of \$1.08 per day? If he possesses the power, ought he not, in justice, to pay 9 cents per day to the soldier, and thus make his ration equal to his officer's? Or is the law to be construed so as to give, by the same words, 11 cents to the soldier and 20 to the officer?

If the power to commute the rations of the marines exists, it is in the President. Not conceiving that the accounting officers have the right to call in question the exercise of his discretionary power, I have paid, and shall continue to pay, the present commutation price of rations to the marine officers until otherwise directed by his authority.

In July, 1812, (United States Laws, vol. 4, page 479,) an act passed allowing each officer in the army, in lieu of waiters taken from the line, the pay and emoluments of as many private soldiers as they were entitled to have waiters under existing regulations. In 1813, more than a year after the act passed, the Secretary of the Navy addressed to the accountant of the Navy Department the following letter:

NAVY DEPARTMENT, *September 15, 1813.*

SIR: I hereby authorize an allowance to be made in the settlement of the accounts of the officers of the marine corps, while doing duty on shore, for the pay, clothing, and subsistence of waiters, not taken from the corps, equal to that which is allowed to officers of the infantry, in the army of the United States, of the same grade, agreeably to the fifth section of the act making further provisions for the army of the United States, and for other purposes, passed July 6th, 1812.

W. JONES.

THOMAS TURNER, Esq., *Accountant of the Navy Department.*

If the act of 1812, relative to the army, applied to the marine corps, this authority from the Secretary was unnecessary; if not, it was inadequate to the object. That the Secretary did not consider the act sufficient authority, is presumed by his language—"I authorize," &c., &c. Surely, if it required the power of Congress to make a law for the army, the power of the Secretary was inadequate to make a similar law for the marine corps.

But, in March, 1814, (U. S. Laws, vol. 3, page 667-8,) another act passed requiring that the servants of officers "shall be *mustered with some corps of the army*, and that, on the muster rolls, formed in consequence thereof, payments shall be made in money to the officers employing them, in lieu of wages, subsistence and clothing," &c., &c. If the act of 1812 was applicable to the marine corps, so was this. Here is an explicit provision, that the servants must be *actually employed and enrolled*. Although the marine officers claim servants only by virtue of the army laws, this provision has been entirely dispensed with in relation to their claims, and they have been required to certify only that they have kept only the specific number of servants. It is well understood, that in many, if not most instances, this certificate is a mere form. An officer travels from place to place, and changes from tavern to tavern, without any other waiters than those found in public houses; and, on the ground that they are always ready to wait on him when he wants them, he certifies that he actually employs a servant or servants. If the law of the army applied to them, this is a palpable evasion of its provisions; if not, they are not entitled to the allowance.

The grounds, however, on which I have put a stop to the allowance was, that it was wholly unauthorized by law, as the Secretary of the Navy has no rightful power to apply the laws of the army to the marine corps.

The lieutenant colonel commandant occupies a capacious house, furnished by the government, and

of course charges nothing for quarters. But such is not the case with other officers. A commutation for quarters has been allowed, the latest regulation in relation to which is as follows, viz:

The following allowances will be made to the officers of the marine corps, when they are so situated that no public quarters can be assigned them:

To a lieutenant colonel, major, and staff of the corps, per annum \$288; to a captain, per annum \$200; to a lieutenant, per annum \$104.

Let the foregoing be regarded as the rule for allowing house rent from February 11th, 1828.

SAMUEL L. SOUTHARD.

JUNE 6, 1828.

Congress has left it to the Executive to provide quarters for the officers of the marines, as well as other officers of the army and navy, but it would seem that his power extends only to furnishing them with public quarters, or causing them to be furnished with private quarters at the public expense. In this light the subject is considered by the army regulations. No. 1,042 declares, "No officer shall be entitled to the allowance of fuel or quarters, at any post, unless regularly assigned to duty there; nor then, unless he shall have complied with the regulations by *making a written requisition for those allowances on the quartermaster*, if there be one stationed at the post. Should there not be a quartermaster at the station, the officer will himself procure those allowances, and will be entitled to the *sum actually paid for the same, on producing regular vouchers for the payment*, accompanied by satisfactory proof that the quarters were *actually rented*, and the fuel purchased at the most reasonable rate."

No such regulation exists in relation to the officers of the marine corps, and they are allowed a gross sum for quarters, without voucher or inquiry. Is not this an increase of their emoluments? Is it within the rightful power of the Executive? An act of April 16th, 1814, (U. S. Laws, vol. 4, page 685,) allows captains and subalterns, when appointed staff officers, "thirty dollars per month, in addition to their pay in the line, in full of all emoluments." This regulation of the Secretary allows a lieutenant, when appointed to the staff, \$184 increase of house rent, and a captain \$88, in addition to their allowances in the line. Is not this an increase of emolument? Is it not in violation of law?

But as quarters is a matter wholly of Executive regulation, I have not thought proper to interfere with it. My duty is discharged by calling your attention to it. I believe it may be safely asserted, that the government is taxed a sum for quarters for the officers of the army and navy residing in this city, far above the just rent of such rooms as at the several stations are appropriated for, to officers of like grades. By ascertaining the number who now draw house rent from the treasury, and the aggregate amount drawn, it would probably appear to be the interest of the government to build and furnish them with public quarters.

The lieutenant colonel commandant is allowed four and a half cords of wood per month for six months, from 1st November to 30th April, and one cord per month during the other six months, amounting in all to thirty-three cords. A commutation at \$7 per cord has been adopted, which yields him \$231 per year, in addition to which he charges for twelve cords for an office. The other officers receive the number stated in the enclosed table 1. Formerly they were allowed only the actual cost of their wood. Some years ago, I am informed, the officers at Norfolk proposed to commute for their wood at \$3.50 per cord, which was allowed. Then a commutation was allowed for each station at the usual market price. Finally, a general commutation was adopted, which has varied at different times, having been sometimes \$8, sometimes \$6, and at this time \$7. At most of the stations, \$7 is more than the wood costs; but at Boston, the officers alleged that it would cost \$8, and I believe they have been allowed that sum in the settlement of their accounts. In this city the cost of wood does not exceed \$4.50, so that the officers gain at least \$2.50 upon every cord of wood allowed them. By these means the emoluments of the lieutenant colonel commandant are increased more than \$80 per year, and those of all the other officers and staff in proportion. It is submitted to your consideration, whether the Executive possesses any such rightful power, or whether the commutation, if one must be made, ought not to be the actual market price of wood at each station? If the Executive can, under the name of commutation for wood, increase the emoluments of an officer \$80 per year, what limit is there to his discretion?

This also is a subject upon which there is no legislation. I do not, therefore, feel authorized to interfere with existing regulations, or rather customs; but I have felt it my duty to put you in possession of the foregoing facts.

The lieutenant colonel commandant has been allowed for forage eight dollars per month for four horses, amounting to \$384 per year. By the act of March 3, 1799, a lieutenant colonel in the army was allowed twelve dollars for forage when he did not receive it from the public. This was the lawful allowance to the lieutenant colonel of marines in 1800; and as the law in relation to him has not been changed, I conceive that it is the only proper allowance which can be made to him still. It will be perceived that the pay and emoluments heretofore received by the lieutenant colonel commandant of marines are those of a colonel in the army. In 1800, the lieutenant colonel commandant was the highest regimental officer in the army. By a change in the organization, colonels have since been introduced into the regiments, and the lieutenant colonel has become a second grade. The lieutenant colonel commandant of marines, though paid as a colonel, ranks only as a lieutenant colonel in the army. Were there any propriety in applying to him the laws of the army passed since 1800, his pay and emoluments would certainly be regulated by those of the corresponding rank in the army. But every increase of emoluments allowed to a colonel in the army has been also allowed to him; so that he has presented the singular anomaly of being a lieutenant colonel in rank, and a colonel in pay and emoluments. But the law gives him a grade of compensation different from those of both these ranks in the army, and it is not for me to question its propriety.

There are five lieutenant colonels by brevet in the marine corps, all of whom have been receiving the pay and emoluments of a lieutenant colonel in the army. There is not, either in law or practice, any such grade of compensation in the line of the marine corps. It has been often decided, that the President cannot create by brevet a rank which does not exist in the line of the corps. Surely he has as little power to create by brevet a grade of pay and emoluments not known in the line. It is obvious that, when these brevet lieutenant colonels are entitled to brevet pay at all, it must be that of their rank *in their own corps*. Their rank is that of their lieutenant colonel commandant. Their brevet pay and emoluments must therefore be the same which he is entitled to receive in the line.

The act of April 16, 1814, (United States Laws, vol. iv., p. 685,) authorizes the President to confer brevet rank in the marine corps, and provides that "nothing herein contained shall be so construed as to entitle officers so brevetted to any additional pay or emoluments, except when *commanding separate stations* or detachments, when they shall be entitled to and receive the same pay and emoluments which officers of the same grades are now or hereafter may be allowed by law."

Were it a question of the first impression, I might doubt whether the act "to fix the peace establishment of the marine corps," passed March 3d, 1817, (United States Laws, vol. vi., page 219,) did not supersede the act of 1814, and take from the President the power to confer brevet rank. But perhaps the power has been too universally conceded and generally practiced to be brought into question now.

Four of the five lieutenant colonels by brevet are in command of *separate stations*, and a fifth is under arrest. In March last, Lieutenant Colonel Wainwright's command at Charlestown, Massachusetts, consisted of 53 officers, musicians, and privates; Lieutenant Colonel William Anderson's, at Norfolk, 48; Lieutenant Colonel S. Miller's, at Philadelphia, of 64; and Lieutenant Colonel John M. Gamble's, at New York, of 45; while Lieutenant Colonel Richard Smith is under arrest. All of them are receiving the pay and emoluments of their brevet rank; it having been decided by the late Secretary of the Navy, that an officer under arrest shall receive all the allowances of station he held at the time of his arrest, until discharged. Disposed to allow them every lawful claim, and believing that, by the language of the law, they are entitled to it, I have decided that this compensation is the same as that of their lieutenant colonel commandant. Yet it must be confessed that, according to this construction, they can hardly be placed in any situation in the present circumstances of the corps, where they would not equally be entitled to brevet pay and emoluments.

In relation to captains, and other officers commanding afloat, I have not been able to find any law which entitles them to receive double rations, or authorizes the President to make such an allowance. The allowance of \$180 to captains and lieutenants commanding afloat, and to a lieutenant and assistant quartermaster for issuing clothing, are also wholly, I believe, unauthorized by law. I am told this allowance has been made to these officers at sea for the express purpose of increasing their emoluments, and thus approximate to those which are allowed to them when on shore. Such has been the effect of various constructions, that a captain without command receives a greater compensation than a captain on the most arduous and dangerous foreign service; and a first lieutenant, commanding at sea, receives more than a captain under similar circumstances. An inspection of paper No. 1 will show how the former result is produced; the latter has arisen from the application of an army law to the subaltern officers of the marine corps.

The act of 1798 fixed the rations of a captain and first lieutenant at three, and those of a second lieutenant at two. In 1816 an act passed, (United States Laws, vol. vi., pp. 79-82,) which closes with a proviso, "that an additional ration be allowed to all the subaltern officers in the army." Before the passage of this act, all lieutenants in the army received two rations, and this increased them to three. Some years after, by the authority of the Secretary of the Navy, as I am informed, this act was applied to the subalterns of the marine corps, by which means the rations of a first lieutenant were increased to four, and those of a second lieutenant to three. Hence, the first lieutenant of marines claimed and received one more ration than their captains, and one more than a first lieutenant in the army. By doubling their rations were commanding afloat, they received *eight*, while their captains, under like circumstances, received *six*. Nothing could more strongly exemplify the absurdity of supposing that Congress, when legislating for the army, considered their acts as embracing the marine corps, and intended to give a lieutenant greater emoluments than are received by his captain. The act of July 11th, 1798, provides that "if the marine corps, or any part of it, shall be ordered by the President to do duty on shore, and it shall become necessary to appoint an adjutant, paymaster, quartermaster," &c., "the major or commandant of the corps is hereby authorized to appoint such staff officer or officers, from the line of subalterns, sergeants, and music, respectively," &c. The act of April 16th, 1814, provides that "the adjutant, paymaster, and quartermaster of the marine corps may be taken either from the line of captains or subalterns, and the said officers shall, respectively, receive thirty dollars per month in addition to their pay in the line, in full of *all emoluments*." The law in relation to their compensation has not been altered since. The present paymaster is a captain; the adjutant, a first lieutenant, and a captain by brevet; and the quartermaster, a first lieutenant. Under the law of 1814, the paymaster is entitled to \$70 per month, and three rations per day; the adjutant to \$60 per month, and three rations per day; and the quartermaster to \$60 per month and three rations per day, with quarters and fuel to all three. For some years they have been paid according to this act, but within the last eight years it has wholly been abandoned in relation to their pay and emoluments. I will endeavor to trace the progress of these derivations in relation to the paymaster, which may serve as an illustration of those by which the other two cases have been regulated.

According to the laws of the marine corps, as they existed in 1814, the paymaster would receive \$840 per annum as monthly pay, \$219 for rations, making \$1,059, with quarters and fuel. In 1828, he actually received the following allowance:

Pay, \$60 per month.....	\$720 00
Three rations per day, at 20 cents.....	219 00
Nine cords of wood, at \$8.....	72 00
Two servants, at \$14.84.....	356 16
	\$1,367 16

The paymaster was then a lieutenant: had he been a captain it would have added \$10 per month to his pay, making the annual sum of his receipts \$1,487.16. How an allowance for servants came to be made to the marine officers, has been already explained; but I know not how it is that a lieutenant, entitled only to thirty dollars per month, "in full of all their emoluments," came, at that day, to be allowed the emoluments of two servants.

When the present paymaster came in, he was required to give bond in the same manner as a paymaster in the army. In consequence, he maintained that he ought to be placed on the same footing, in relation to his pay and emoluments. In accordance with this suggestion, the Secretary set aside and virtually repealed the law of 1814, and directed allowances to the paymaster of the marine corps equal to those

made to paymasters in the army. These were then regulated by the pay and emoluments of a major of infantry. In 1822, therefore, without any change of law subsequent to 1814, the paymasters of the marines received the following allowances, viz:

Pay, at \$50 per month.....	\$600 00
Four rations per day.....	292 00
Twenty-seven cords of wood, at \$8.....	216 00
Two servants, at \$14.84, each, per month.....	356 16
Three horses, at \$8 each.....	288 00
House rent, per annum.....	250 00
	\$2,002 16

No change of the laws relative to the marines, bearing upon the paymaster, has been made, so far as I know, since 1822; yet, the allowances to which he was considered as entitled in 1828, were as follows:

Pay, at \$60 per month.....	\$720 00
Eight rations per day.....	584 00
Two servants.....	356 16
House rent.....	288 00
Twenty-four cords of wood, at \$7.....	168 00
Forage for four horses, at \$3 per month.....	384 00
	\$2,500 16
To which add 12 cords of wood for an office, at say \$6.....	72 00
	\$2,572 16

The increase of \$10 in the monthly pay is claimed on the ground that it was decided in a suit by the government against Major Satterlee Clarke, a paymaster in the army, that he was entitled to the monthly pay of major of cavalry, which is \$60. As the paymaster of the marine corps claims to be on the same footing with army paymasters, he considers himself entitled to the additional ten dollars per month, from the time of his appointment in 1821.

The increase of his rations from four to eight, and the increase of his forage from three to four horses, were made last year. The authority on which they were made was a decision of the Secretary of the Navy, making like allowances to the adjutant and inspector. The ground of that decision I am unable distinctly to perceive. Probably all that can be said in its favor is contained in papers marked 2, herewith submitted. The reasons stated in these papers have failed to satisfy my mind in relation to these allowances; and I can view the letter of the late Secretary of the Navy in no other light than as an act of direct legislation, increasing the emoluments of the staff of the marine corps. The paymaster has justly concluded that, if he is entitled to those allowances at all, he is entitled to them from the year 1821, when he was appointed, and laid in claims accordingly. But if the Secretary of the Navy can thus, at will, increase the emoluments of the agents, there is an end to those principles of popular representation, on which I have always supposed our government to be founded.

The increase of \$38 in house rent, was also made by order of the Secretary of the Navy, issued in June last.

Under this regulation, all the brevet lieutenant colonels and the staff officers consider themselves entitled to \$288 per annum, as house rent. The paymaster claims the additional \$38 (\$250 only having been the amount received by him) from the time of his appointment in 1821, on the ground that a major in the army has received \$288 per year, and that he is entitled to the same amount.

The wood allowed to the paymaster in 1822 was 27 cords, at \$8 per cord, amounting to \$216; now he is allowed 24 cords, at \$7, and 12 cords for an office, making in all 36 cords, for which he is paid about \$240.

The means by which the emoluments of the adjutant and quartermaster have been augmented, are so similar in their nature, as to render a detail unnecessary. The allowance of a sum of money, now \$150, to the latter, as superintendent of the armory, though without authority of law, is of ancient date; but that of \$360 as commissary of subsistence, has originated since 1822. No such officers or salaries are known to the law.

The adjutant is a captain by brevet, and a first lieutenant in the line; his lawful allowances as a staff officer would be \$60 per month, and three rations, and other allowances as a first lieutenant in the line. Yet, he has been allowed 8 rations, while a first lieutenant has received but 4; he has been allowed \$288 for house rent, and a first lieutenant \$105; he has been allowed 15 cords of wood, and 12 for an office, and a first lieutenant $7\frac{1}{2}$ in all; he has been allowed forage for two horses, and a first lieutenant none at all. This has been done, while there is on the statute book a positive law, that he shall receive \$30 per month, in addition to his pay in the line, *in full of all emoluments*.

Similar results are produced by the allowances made to the quartermaster and paymaster.

A regular allowance of \$20 per month has been made for several clerks in the corps. The lieutenant colonel commandant has one, the adjutant one, the quartermaster two, and the paymaster one. To a messenger for the office of paymaster there has been allowed regularly \$7 per month. For none of these things do I find any law.

The act of March 3d, 1817, (U. S. L., vol. 6, p. 219,) fixes the music of the marine corps at "*forty-two drums and fifes*." In March last, the adjutant reported forty-three, under the head of "music." The drums and fifes at the barracks in this city are composed, I believe, of a great variety of musical instruments. There seems, also, to be a *music school* there; for, under the head of "*privates*," are reported 14 "*boys learning music*." These boys, I understand, are received at various ages, from 5 or 6 to 16 or 17, and bound by their parents or guardians to the drum major. They are enrolled as privates of the corps, and all the pay and emoluments of privates paid to their parents or guardians. It often happens that, after learning music a year or two, at an expense of some hundreds of dollars to the United States, they

are discharged as wholly unfit for musicians or any other marine duty. Most of them, when their indentures expire, quit the corps, without rendering any other service to the United States than learning music, and doing such other duty at the barracks as boys of their ages are capable of doing. It is said to be nearly two years, in general, before they are reported as fit for duty; and it may well be conceived of what duty boys of 8 or 9 years old are capable. Are these boys such "privates" as the law contemplates? It would be an insult to Congress and common sense to suppose so. Are they such "drums and fives" as the law authorizes? Then there are 57 "drums and fives" in the corps, being 15 more than the law allows. Indeed, I am informed that the number of "boys learning music" sometimes exceeds 20. In any point of view, the establishment appears to me to be wholly illegal, almost useless, very expensive, injurious to the public service in diminishing the efficient strength of the corps, and, in fine, a contrivance to support a few poor children out of the Treasury.

It is maintained by many officers of the marine corps, that their corps forms a part of the army of the United States, and, as such, is entitled to the benefit of all the laws passed in relation to that portion of the public force. This opinion is predicated on the first sentence of the act of 1798, which enacts "that, in addition to the present military establishment, there shall be raised and organized a corps of marines," &c. The military establishment, they say, is the army, and a corps in addition to the military establishment must be a part of the army. This construction, they maintain, is strengthened by the third section of the act, which declares that the *detachment* of the corps of marines "shall be made to serve on board the public ships," and that "the President of the United States may *detail* and appoint such of the officers of this marine corps to act on board the frigates," &c.; by the fourth section, which declares that the officers and men of this marine corps "shall take the same oath, and shall be governed by the same rules and articles of war as are prescribed for the military establishment of the United States, and by the rules for the regulation of the navy heretofore, or which shall be established by law, according to the nature of the service in which they shall be employed;" and by the sixth section, which provides "that the marine corps established by this act shall, at any time, be liable to do duty in the forts and garrisons of the United States, on the sea coast, or any other duty on shore, as the President at his discretion may direct." That the marine corps is *military* in its character, cannot be denied; that it is a "*military establishment*," I am not disposed to controvert; but that it is not a part of that "*military establishment*" usually called the "army," is, I think, sufficiently apparent from its history, its objects, its organization, and the circumstances which surround it.

The first marine corps was established by the Continental Congress, in 1775. (See U. S. Laws, vol. 1, page 620-27.) That this was then considered a part of the naval armament, is proven by the manner in which it is introduced.

Origin, &c., of the naval establishment of the United States.

IN CONGRESS, November 10, 1775.

Resolved, That two battalions of marines be raised, consisting of one colonel, two lieutenant colonels, two majors, and other officers, as usual in other regiments," &c.

Here was a "military establishment," corresponding in organization with a regiment in the army; yet it was considered a part of the naval establishment, and was so treated by Congress during the revolutionary war. It had then special duties assigned to it on shore, as the marine corps now has, as appears by the following resolution:

IN CONGRESS, January 8, 1780.

Resolved, That the marines of the navy of the United States, whilst doing garrison duty, be allowed the same subsistence money as is allowed to the officers and soldiers of the line of the army.

After the adoption of the Constitution, the marines were still recognized only as an arm of the naval force. United States Laws, vol. 2, page 334, there is "an act to provide a naval armament." A portion of the crew of each forty-four gun ship was to be one lieutenant of marines and fifty marines, and of each thirty-two gun ship one lieutenant and forty marines. United States Laws, vol. 3, page 5, there is another "act providing a naval armament," passed July 1st, 1797. It assigns two lieutenants and fifty marines to each forty-four gun ship, and one lieutenant and forty marines to each thirty-six gun ship. Next comes the act of July 11th, 1798. United States Laws, vol. 3, page 95-97, "An act for establishing and organizing a marine corps." It may be asserted and maintained, that the only object of this act was to furnish a more convenient mode of supplying the public vessels with marines than had heretofore existed. It had been the custom to assign to each ship a certain number of marines, by act of Congress, many of whom, as a matter of course, must be wholly ignorant of the discipline and duties to which they were subjected. This act provided, in lieu of that system, a standing disciplined corps, from which the President was to order a sufficient quota of marines for every vessel which might be directed to sail upon the public service.

The name itself designates the object of the corps. It was called the *marine* corps—the *sea* corps—a corps for sea service. It was a *military establishment*, in addition to the existing military establishment, but it was, nevertheless, designed for sea service—"an arm of naval force." If this was not the character and object of the corps, what means the following provision in the 2d section of the act?

"And the enlistments which shall be made by virtue hereof, may be for the term of three years, *subject to be discharged* by the President of the United States, or by the *ceasing or repeal of this law, providing for a naval armament.*"

Is it possible that a corps whose very existence depended on that of the "naval armaments," was not considered as "an arm of the naval force," but a part of the army? This provision is of itself conclusive that the Congress of 1798 considered the marine corps as a part of the navy, and not of the army. That they merely intended to substitute one system of furnishing the public ships with marines for another, is clearly proved by the 3d section, which begins as follows:

"That detachments of the corps of marines, hereby authorized, shall be made in lieu of the respective quotas of *marines* which have been established or authorized for the frigates and other armed vessels and galleys, which shall be employed in the service of the United States, and the President may detach and appoint such of the officers," &c.

Previously, Congress had themselves assigned quotas of the marine officers and privates to each vessel: by this act they created a permanent corps, and authorized the President to assign detachments to each vessel at his discretion.

Not only was the very existence of the marine corps dependent on that of the naval armament, but all the shore duties to which they were subjected were, on the face of the act, shown to be contingent. They were made "*liable*" to do any duty on shore which the President might assign to them. But the 2d section clearly shows that these duties were expected to be only temporary in their nature. It provides that "the marine corps, or any part of it, shall be ordered by the President to do duty on shore, and when it shall become *necessary*, to appoint an adjutant, paymaster, quartermaster," &c., &c. "The major or commandant of the corps is hereby authorized to appoint such staff officers," &c., &c. "If they shall be ordered to do duty on shore," implies that their principal duties are on the seas, and that they may never be ordered upon shore duties, or, if so ordered, a staff may not be necessary. Here was a corps which might never be ordered upon any duties whose chief employment was on board the public vessels, and whose very existence depended on that of the naval armament. How can it be said to be a part of the army, and not an arm of the naval force?

But it is argued that they are a part of the army, because the act of 1798 provides that, when doing duty on shore, they "shall be governed by the rules and articles of war." The same section provides that when doing duty on board ship, they shall be governed "by the rules for the regulation of the navy." If the former provision proves that they are a part of the army, the latter proves just as conclusively that they are a part of the navy. This section, therefore, proves neither the one or the other.

But the practice under this section is relied upon to prove that the marines are a part of the army. In the case of Col. Wharton, and perhaps others, it has been decided that naval officers cannot be detailed upon courts-martial to try marine officers for offences committed while doing duty on shore. In the government of the army and navy, courts-martial are the *judiciary*. When "governed by the rules and articles of war," the marines must be tried for violations of those rules and articles by such a court as they prescribe. On the other hand, "when governed by the regulations of the navy," they must be tried for violations of those regulations by such a court as they prescribe. If naval officers cannot be detailed upon the courts to try marines when acting under the "rules and articles of war," so neither can army officers be detailed to try them when acting under the regulations of the navy. For offences on land, they are tried by military courts-martial. For offences at sea, they are tried by naval courts-martial. If the former fact proves them to be a part of the army, the latter proves them to be a part of the navy. No argument can, therefore, be predicated on these facts, tending to prove the one or the other.

This provision has been made to extend beyond the *government* of the marines, and apply to their *pay and emoluments*. Because it is provided that when doing duty on shore they "shall be governed by the rules and articles of war," some of the officers maintain that they are entitled to all the allowances made to officers of the army. "*The rules and articles of war*" is a definite and technical expression, well understood. It includes a single act of Congress, entitled "An act for establishing rules and articles for the government of the armies of the United States," and includes all legislation upon the *organization* or payment of the army. This provision, therefore, extends only to the government of the marine corps when doing duty on shore, and not to their *payment*. The second section of the same act contradicts the idea that, in saying the marine corps should be governed by the rules and articles of war, Congress intended that they should be paid according to the army laws; for it fixes the pay and rations of the officers, and provides that those of the non-commissioned officers and privates shall be fixed by the President, "conformably to the act entitled 'An act providing for a naval armament.'" If Congress had intended that the laws of the army should govern the pay and emoluments of the marines, they could not have fixed them in this act, and least of all on the basis of the naval armament. Indeed, it would be just as reasonable to maintain that the marine corps should be *organized* according to the laws of the army, as that it can be *paid* by those laws. There is just the same authority to add majors and a colonel to the corps, by virtue of the army laws, as there is to add a dollar or a ration to the emoluments of the officers or the men.

Frequent legislation, since 1798, speaks of the marines as belonging to the navy, while not a single instance can be found in which they are recognized as a part of the army.

In vol. 3, United States Laws, page 266, there is "An act in addition to an act for the relief of sick and disabled seamen," passed March 2, 1799, which requires the Secretary of the Navy to deduct 20 cents per month from the pay of "the officers, seamen, and *marines, of the navy of the United States*," to form a hospital fund; and to provide—and it provides, "that the officers, seamen, and *marines, of the navy of the United States*, shall be entitled to receive the same benefit and advantages as by the act above mentioned are provided for the relief of the sick and disabled seamen of the merchant vessels of the United States." If the marine corps belongs to the army, what is meant by the *marines of the navy of the United States*? From whose pay is the 20 cents to be deducted, and who is it that are entitled to the benefit of naval hospitals under the name of *marines*? Uniform practice shows that it is the very marine corps which is now claiming to be a part of the army. Under this act, 20 cents per month is now deducted from their pay, whether on shore or at sea, and they are entitled to the benefits of the naval hospitals.

In the United States Laws, vol. 4, page 725, is "An act directing the staff officers of the army to comply with the requisitions of naval and marine officers in certain cases," passed December 14, 1814. It enacts "that it shall be the duty of the several officers of the staff of the army of the United States to provide the officers, seamen, and *marines, of the navy of the United States*, when acting, or proceeding to act, on shore, in co-operation with land troops, upon the requisition of the commanding naval or marine officer, &c., with rations," &c. Here is an express recognition, by Congress, of the marines, as belonging to the navy, even when acting or proceeding to act on shore, in co-operation with troops.

The act of March 3, 1815, fixing the *military peace establishment* of the United States, (United States Laws, vol. 4, page 825,) does not speak of the marines or allude to them as part of that *establishment*. On the contrary, there is a separate act, passed March 3, 1817, (vol. 6, page 219,) "to fix the peace establishment of the marine corps."

There are several other acts, which speak of the marines as belonging to the navy of the United States; and I may venture to say, there is not an instance, from the first resolution of the Continental Congress to the last act of Congress of the United States, in which they are spoken of as belonging to the army, or of the army, or otherwise connected with the army, than in doing duty on shore by special order of the President.

If they belong to the army, and not to the navy, why are they not subjected to the orders of the Secretary of War, instead of the Secretary of the Navy? Why are all the appropriations for their pay-

ment and support made in acts for the support of the navy of the United States? Why are their accounts settled with those of the navy, and not with those of the army? Why are their grades of office different from those of the army? Why cannot officers in the marine corps be promoted in the army, and officers of the army in the marine corps? Why is there a provision relative to brevets in the marine corps, different from that existing in the army? Why is not the marine corps divided into companies, and organized into a regiment or regiments like the army? Why are they not subject to the orders of the commander-in-chief, and the generals and colonels of the army? Why have they a separate staff? There is but one correct answer to all these questions, and many more which might be propounded. *They are not a part of the army.* They are an arm of the naval force, in many respects independent, but created for the naval service. They form a considerable portion of every ship's crew which is ordered into the service, and are as effectually a portion of the naval force as the seamen themselves.

I do not think, therefore, the position, that the marine corps forms a part of the army, can be maintained. But, if it could, the consequences in many respect would be the same. It is in the power of Congress to legislate in relation to any particular corps or regiment of the army, and their legislation, as far as it goes, is valid and conclusive. They have legislated for the marine corps specifically, and those acts must constitute the code for its organization and payment, until superseded or repealed.

There is another ground on which some of the officers claim all the allowances which have been made to them. Estimates to cover these allowances have been annually made out, in pursuance of which Congress has appropriated the money. This, they maintain, is a sanction of the allowances by Congress. Congress has confidence that the executive officers will do their duty. The only legitimate object of an estimate, is to obtain from the legislative body the means of executing existing laws. The estimates form no part of the laws, nor are they a proper guide in the expenditure of public money. The first object of the accounting officers is to ascertain whether any given species of public service is authorized or required by law; the next, whether any money has been appropriated to pay for it. If the service be authorized, and the money appropriated, then they are bound to pay for the service. They cannot look to the *estimates* to determine what is law. Unless there be pre-existing laws authorizing the disbursement, the appropriation bill itself must point out the specific object of each appropriation to justify the payment of money. Many regular allowances have been made to the officers of the marine corps, which have never been authorized or specified by any act of Congress, although they have been included in the estimates. For these, it seems to me, there is no lawful authority.

But it cannot be necessary to combat this position, until it is attempted to be maintained that the estimates form a part of the laws, and ought to be inserted in the statute book.

I have thus given you, sir, with some prolixity, everything material which has occurred to me in support of the positions I have taken, relative to the pay and emoluments of the marine corps. Principles of much moment are involved in the issue. Can the Executive, without the consent of Congress, authorize any fixed and regular allowance, increasing the emoluments which Congress has attached to public officers or public services by law? The affirmation, it seems to me, can only be supported by *constructions*, which are more dangerous, because they place a power, important to the preservation of liberty, in the hands of those who have no direct responsibility to the people. If a system be bad, let Congress give us another; if it be defective, let Congress mend it. Now is the time to return to first principles; to brush away the mistakes and abuses of years; to renew the obliterated line between Executive and legislative powers; to banish constructions, and especially those which accumulate power in the Executive head; to infuse into the government a principle, a tone, and an energy, which shall last at least for a generation.

From accumulated constructions and allowances, it has resulted that the officers of the marines receive greater emoluments when at home, than when upon the most arduous and dangerous foreign service. Every inducement which love of money, ease, and luxury, can present to the mind of man, is held out to them to avoid employment in our public ships. Here are nine officers, some of whom cannot be sent to sea, and others maintain they ought not to be, who have received about \$22,000 per year. There is generally the greatest pay when there is the least service. Can it be expected, under such circumstances, that our public officers will long maintain that high sense of honor and that disinterested patriotism which are essential to the efficiency of the navy and the defence of the country? With what reluctance will they embark on long cruises, and be separated for years from family and friends, when they reflect that their country, as if in mockery of their privations, adds greater emoluments to all those domestic blessings enjoyed by drones at home? It must be felt by them as a wrong, the effect of which must be to destroy their love for active service and cool their patriotism. On the other hand, if increased emoluments attended arduous service, and drones were left to fare as drones ought, every good and glorious feeling of the brave would be formed into active exercise, and instead of seeking excuses to escape from duty, all would press forward for honorable employment.

Being new in public office, and heretofore but little conversant with the subjects which it has been my duty to investigate, I may have imbibed errors in my detail, although I am confident in the correctness of my general principles. If my opinions shall lead to investigations which will redound to the interest and honor of the country, my object will be attained. No man will with more alacrity than myself retract a discovered error, or submit to a better judgment.

I send you, herewith, such papers belonging to my office as may aid you in your investigations, together with statements and arguments handed me by several officers of the marine corps. These gentlemen have expressed to me a wish that the legal questions involved should be submitted to the Attorney General.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. SECRETARY of the Navy,

21ST CONGRESS.]

No. 424.

[1ST SESSION.]

EXPLANATION OF THE ACCOUNTS AND VOUCHERS OF MILES KING, AS NAVY AGENT AT NORFOLK, VIRGINIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 27, 1830.

NAVY DEPARTMENT, May 27, 1830.

SIR: I have the honor, in obedience to the resolution of the House of Representatives, of the 15th instant, calling for certain information in relation to the accounts, &c., of Miles King, late navy agent at Norfolk, Va., to present the accompanying report of the Fourth Auditor of the Treasury, containing part of the information called for.

There is also transmitted, marked A, copies of certain vouchers presented to the Department by the said late agent, which have been rejected; on each of which, respectively, is given the reasons for their rejection or disallowance by the Department.

In addition to the reasons assigned on these vouchers for their rejection, it may be proper to state, by way of explanation, as to a part of them, that the salary of a navy agent is limited, by law, to \$2,000 per annum; and that all sums allowed to the agent, over and above this amount, are intended to cover expenses which have been necessarily incurred in the discharge of the duties of his office for clerk hire, office rent, stationery, fuel, &c. In the vouchers alluded to it appears that the demands of Mr. King to cover these expenditures were made from time to time, allowed by the respective Secretaries, and the several sums carried to his credit on the books of the Treasury. After a lapse of from ten to thirteen years, these charges for clerk hire, &c., are reproduced, and the items considerably increased in amount.

In answer to that part of the resolution which calls for information as to the manner in which Mr. King has kept his accounts, and made his monthly and quarterly returns, it may be premised that the law requires the navy agent to make quarterly returns of his accounts to the Treasury Department; and that these shall be accompanied by "vouchers necessary to the correct and prompt settlement thereof," and it is required that monthly returns shall be made to the Secretary of the Navy of the "moneys received and expended during the preceding month, and of the unexpended balance in his hands."

This regulation enables the Secretary of the Navy to remit to the agent the sums necessary for a prompt compliance with all contracts entered into by the Navy Department, and to limit the advances to the agent, so that an unnecessary and large amount of money may not be left in his hands. The monthly returns of Mr. King were not made in conformity to these requirements of the law. Requisitions were made upon the Department in the early part of May, 1829, for a considerable amount of money, when the monthly return for April showed that he had in his hands large balances, applicable to the same objects for which his requisitions were drawn. An explanation was asked of this variance between his requisitions and return (See letter of 13th of May, 1829.) No satisfactory explanation was given.

It was then deemed proper to examine into the state of his accounts with the Treasury, from which it appeared that whilst the return to that Department, to the 30th June, 1829, exhibited a balance to be due from Mr. King to the United States of \$25,568.85, the monthly returns to the Navy Department, ending on the same day, stated a balance to be due from the United States to him of \$20,065.11, making a difference between these returns of \$45,633.96.

A further investigation of this subject developed the two following facts:

Firstly. That the monthly returns of the Navy Department, from the year 1822, never did agree with the returns made to the Treasury Department for the same time and same purposes.

Secondly. That they invariably showed a smaller balance against Mr. King than was proven to be the fact by his settlements with the Treasury Department. The importance of these disagreements will be better understood when it is kept in mind that the quarterly returns are made to the Treasury for settlement, while the monthly returns to the Navy Department are statements upon which advances are to be made to the agent. It can scarcely be necessary to remark that if the accounts of the agent contained a correct representation of the transactions of his office, the three monthly returns to the Navy Department should agree with the quarterly returns made to the Treasury Department for the same period. This was found to be the fact with the returns of the other principal agents.

The paper marked B contains a synopsis of these discrepancies, from 1822 to June the 30th, 1829. This document shows that Mr. King had, for the last seven years (with the exception of a short time preceding his removal from office,) retained in his hands, unacknowledged to the Navy Department, an amount of the public moneys averaging from \$40,000 to \$46,000 per annum. The paper marked C shows the amount of the requisitions made upon the Department by Mr. King from the 11th of May to the 5th of August, 1829; and it also shows, as accurately as could be determined, the amount necessary to meet the expenses for the naval service at that station for the same period, exhibiting overdrafts upon the Navy Department, amounting to about \$53,427.03.

Of the claims which have been set up against the Department by others, growing out of Mr. King's agency, the principal is one to the amount of \$40,144.17, made by the United States Bank at Norfolk, Va., for advances professed to have been made to the agent "solely on government account." The correspondence arising from which is herewith presented, marked D.

Under no view of the case was the claim deemed admissible. The navy agent had received no authority to borrow money on the credit of the United States, nor was the bank warranted in assuming the right of determining when the public service demanded advances to be made to its agents—a discretion which the act of 31st of January, 1823, declares shall be exercised "under the special direction of the President of the United States."

The assumption of such discretion by the bank has thrown upon that institution this debt of \$40,144.17, from which they have asked to be relieved.

Had the right of the bank to make these advances been sanctioned by the Department, this default of Mr. King would have fallen upon the United States Treasury.

Copies of the correspondence called for will also be found with the papers herewith transmitted.

I have the honor to be, very respectfully, sir, your obedient servant,

JNO. BRANCH.

The Hon. ANDREW STEVENSON, *Speaker of the House of Representatives.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 6, 1830.*

Sir: Your letter of yesterday, referring to me the note of the President, accompanying several vouchers in the account of Miles King, Esq., portions of which have been suspended by the Second Comptroller, and requesting me "to furnish the Department with such explanations as my knowledge of this account, derived from a recent examination, may enable me to give," has been received.

It appears that Mr. T. Graham, of Norfolk, on the 31st day of December, 1827, entered into a contract with Miles King, navy agent, acting on behalf of the Navy Commissioners, to furnish such supplies of navy bread at Gosport, Va., as might be required during the year 1828, at the price of \$2.87½ per one hundred pounds. The accompanying vouchers, 2, 3, and 4, purport to be for bread delivered in pursuance of this contract, during the months of November and December, 1828. On comparing the price charged and receipted for with the contract, every item, except the first, in No. 3, appeared to be overcharged \$1.97½ per hundred pounds, or \$1,439.55 in all. This excess was accordingly suspended, and Mr. King called on for explanations.

In his reply, addressed to me under date of June 3, 1829, he says: "I enclose extracts of letters from the Navy Commissioners, allowing Mr. Graham *something additional* on the price of his bread, *in consequence of his losing so much by fire*, and in some measure owing to its not being received when ready."

The first extract bears date December 6th, 1828, and says: "The Commissioners have received a letter from Mr. Graham, informing them of the loss of his bake-houses, and the destruction of 52,500 pounds of navy bread, which had been prepared for the *Guerriere*; they have decided to allow him for this bread the same terms as stated in their letter to you of the 14th ult., upon your receiving *satisfactory* evidence that this quantity has been prepared under the requisition."

The other extract is dated November 14, 1828, and says: "In consequence of the rise in the price of flour, since offers to furnish navy bread for 1829 were made, the bakers generally have withdrawn their offers. We have had an agreement with a baker in Baltimore, upon the following terms, viz: Considering the price of superfine flour to be six dollars per barrel, then the price of bread made of fine flour and the best middlings, in equal proportions, to be three and a half cents per pound, increasing the price forty-five cents per one hundred pounds for every dollar the price of flour may increase above six dollars, and deducting forty-five cents per one hundred pounds for every dollar the price of flour may fall below six dollars."

Mr. King's statement was, that the Commissioners had allowed Mr. Graham *something additional in the price of his bread, in consequence of his losing so much by fire*; but the evidence produced to sustain this statement, showed that the Commissioners, instead of allowing a higher price for the bread which might be *actually delivered* in 1828, decided to pay Mr. Graham for 52,500 pounds of bread which *had been consumed by fire*, according to the terms of a contract made for the supplies of 1829. The evidence adduced, therefore, did not apply to the vouchers, which were not for *burnt bread*, but for bread *actually delivered*.

To obtain further light on this subject, I addressed a note to the Navy Commissioners, requesting copies of all the letters which had passed on the subject. In reply, I received the papers marked 1, 2, 3, and 4, containing the same information I had received from Mr. King, and nothing more. The letter of the Commissioners says: "It is proper to state, that the alteration of price was made by the board, in consideration of the great rise of flour, and the peculiar hardship of Mr. Graham's situation from the loss of so large a quantity of bread, ready for delivery."

Not the slightest evidence was contained in any communication from Mr. King, or the Commissioners, of their ever having authorized "any alteration in price" in relation to any bread which might be delivered during the year 1828. It only appeared that they had authorized a quantity to be paid for, which was never delivered, and never could be, at a price higher than the contract price.

From all the circumstances, and the papers under consideration, I was led to the conclusion that some difficulty was found in framing a voucher for the burnt bread, which would be likely to pass the accounting officers, inasmuch as it could not bear the receipt of the naval storekeeper, nor the approval of the commanding officer; that, to obviate these difficulties, the device of adding the price of the burnt bread to the bread actually delivered, was resorted to; that the storekeeper construed his receipt as applying to the *quantity* of the bread, and not to the *price*; that the commanding officer considered his approval as only tending to affect the object of the Commissioners; and that, in this indirect manner, Mr. Graham was to be compensated for his losses.

I cannot express too strongly my repugnance to this covert mode of paying away the public money. Who could suppose, on looking at these vouchers, that any portion of them was designed to pay Mr. Graham for his burnt bread? If the authority of the Commissioners was sufficient to justify payment for the burnt bread, it was sufficient to authorize a direct payment. Had these vouchers passed, and Mr. Graham had come the next day with the letter of the Commissioners in his hand, and demanded payment for the 52,500 pounds of bread consumed by fire, how could we, admitting the validity of their allowance, have refused payment? There is not an allusion in vouchers 2, 3, and 4, to burnt bread. On the contrary, the amounts charged are annexed, at a certain rate per 100 lbs. to *other* bread, which was *actually delivered* into the public store. They would not constitute any bar in law, or in common sense, to Mr. Graham's claim for burnt bread, allowed by the letter of the Commissioners.

Mr. King has not yet produced any authority from the Commissioners for making these overpayments. They do, indeed, say to him in their letter of the 29th ult., "In the payment of Mr. Contractor Graham, you complied with the instructions of the board." Where are those "*instructions*?" They have never been submitted to me, and I find them not among the papers submitted to the President. In their letter to me of the 29th June, the Commissioners say, "These (Graham's letter and the Commissioners' letters to Mr. King, marked 2, 3, and 4) embrace all the correspondence on this occasion, in relation to the price paid Mr. Graham for the bread to which your letter refers." These, consequently, are all the "*instructions*" given to Mr. King upon the subject. I confess I cannot find in them the slightest allusion to the bread mentioned in these vouchers. They appear to me to relate wholly to another parcel of bread, which was consumed by fire.

If the instructions of the Commissioners, directing payment for bread delivered, at a price higher than stipulated in the contract, were produced, then the grave question would present itself, whether the Commissioners have authority by private letters to alter contracts which have been made after public advertisement in the manner prescribed by law? If they can, the law which requires them to

contract after public advertisement, or purchase in open market, is a nullity. But no such instructions are produced, and it is unnecessary to discuss this question.

The naked truth is, the overcharges in these vouchers were intended to indemnify Mr. Graham for his losses by fire. He had no claim on the government for indemnity, legal or equitable. Contractors are always supposed to calculate all risks to be encountered previous to the delivery of the articles contracted for, and exact a compensation adequate to cover them. They may be overtaken by extraordinary accidents; but these are misfortunes incident to everything human. Mr. Graham, in his fair and honest statement, does not allege that the government was in fault in the slightest degree for the destruction of his bread. He says, "I beg leave to represent to you, that on the 1th November I received an indent for 52,500 lbs. of bread for the United States frigate *Guerriere*, which, on the 14th ult., was ready for delivery, but from the inclemency of the weather was prevented from sending it to the yard. Unfortunately, on the night of the 19th ult., my two bakehouses were consumed by fire, with all the contents of one and nearly the whole contents of the other, among which there were 828 barrels of navy bread, weighing 63,000 lbs., 52,500 lbs. of which was prepared in compliance with the above requisition," &c. If an individual had contracted for this bread, and it had thus been destroyed before delivery, without any agency or fault of his, would he have been bound in equity or law to pay for it? Every man placing himself in the situation of the government must answer this question in the negative.

To pay Mr. Graham for this bread, was, therefore, an act of mere charity. Who has a right to be charitable at the expense of the public treasury? Have the Navy Commissioners, or the Secretary of the Navy, or even the President? It has been doubted whether Congress itself possessed the rightful power to relieve with public money the sufferers by fire in Alexandria; certainly nothing short of that power could indemnify Mr. Graham for his losses by fire.

In fine, I consider these payments to Mr. Graham as bad in principle, and worse in mode. The Executive and ministerial officers of the government have no right to be charitable at the expense of the public; much less are they to be countenanced in concealing their charities under the forms of legal and regular allowances. The mind can hardly conceive the aggravated abuses to which such precedents might lead.

I do not doubt that the Commissioners have acted in this matter, as in all others, with honest motives. But I differ with them as to the authority for their act.

Had Mr. King paid for the burnt bread, directly, it might have been doubted whether he ought not to have been credited upon the authority produced. But he claims nothing paid in pursuance of that authority. He knew the terms of Graham's contract. To allow him credit for the overcharges contained in these vouchers would be to sanction the transaction in principle and in mode. As one Executive officer I am averse to all allowances under false or unintelligible names. Let the people see what is done with their money. When we choose to pay for burnt bread or for burnt houses out of their money, they have a right to know it. It was, therefore, my opinion, and still is, that Mr. King ought to seek for redress from the Congress of the United States, who are the guardians of the public money; and may, if they think proper, sanction the use which has been made of it in the case of Mr. Graham.

That justice may be done to others, and nothing more nor less than justice to myself, I feel it my duty to state that these vouchers had passed my office without my attention having been called to them, and their nature was first discovered by the vigilance which now pervades the office of the Second Comptroller, and makes it, as it was designed to be, a most useful office of revision.

Very respectfully, your obedient servant,

AMOS KENDALL.

The Secretary of the Navy.

The Secretary of the Navy has the honor of submitting to the President the accompanying report from the Fourth Auditor, in relation to the rejected vouchers of Miles King, late navy agent at Norfolk.

JANUARY 7, 1830.

WASHINGTON, February 17, 1830.

SIR: Mr. King, the late navy agent at Norfolk, has met with some difficulty in the settlement of his account with the United States; and, conceiving that justice has not been done him by the Navy Department, in this matter, he has called upon me, as one of his representatives, to look into his case, with a view of satisfying myself upon this subject, and of obtaining from me such advice, in relation to it, as I might think fit to give him. My leisure has not permitted me to investigate, as yet, but two of the several items in his account. An examination of the documents furnished me by him has satisfied me most thoroughly that the accounting officers of the Treasury, who settled this account, have erred, in refusing to allow him the credits which he claims in these two items. I called upon the Secretary of the Navy, on Saturday last, with a view of conversing with him upon this subject, but was informed that the account had been closed. I therefore suppose that it is now beyond the control of that Department, and that its errors (if there are such) can now be re-examined only by your order. Besides, as these two items seem to have been once submitted to you, and the decision, in relation to them, appears to have met with your approbation, I took it for granted that the inferior officers of the government could not now re-examine anything which had received your sanction, or correct any errors which may have been committed in such a settlement, even if they were made to appear ever so evident to them, without your expressed direction. Hence, I have felt myself constrained to make this application directly to you. It is with great reluctance I do so, because I know well how much you are burthened, at this time, with concerns of much more importance to the public. But there are circumstances connected with the transaction, (which I will explain to you upon some other occasion) that oblige me to ask, and, in my opinion, ought to induce you to give your attention to it, as speedily as your convenience will permit.

I am well aware, sir, of the seeming indecorum of requesting you to revise any official opinion which you may have deliberately formed and expressed; nor would I do so upon any ordinary occasion. But several circumstances exist in this case, which, I think, will induce you to regard it as an exception to the general and proper rule, and which will render you desirous, and not averse, to re-examine this subject. I will briefly state some of these circumstances, as my apology for this apparent disrespect, which, I hope

I need not say to you, exists in appearance merely. All the facts which the documents abundantly prove to constitute this case, are not disclosed in that upon which your judgment has been given. An existing case has thus been settled, by your opinion, upon a supposed case which does not exist. It may thus well happen, that you may become, unintentionally, the author of an injury to one whom I know it is your wish to protect, so far as your duty will permit you so to do. Questions, too, arise upon the facts which are stated in the case submitted to you, that never occurred from any of those from whose decisions the appeal to you was taken, and to which questions, therefore, your attention was never called. A result, similar to that before stated, may thus also be produced. And, lastly, the decision given in this case, if adverse to the present applicant (as it now is), will surely be brought under the examination of another department of the government, where abundant proofs are hourly exhibited to inform us that everything belonging to the case will be sifted, with a view of bringing odium upon all those who have had any agency in its decision. This consideration is at least persuasive, to induce the most careful revision of all the decisions made in relation to it, and the correctness of which are really doubted by any disinterested judge.

In reflecting how I could exhibit the case to you in the simplest form, and save you the necessity of reading tedious documents, provided you should see fit to re-examine it, it occurred to me that the better mode would be to present to you, at first, nothing more than a statement of the facts, which, I believe, are established by the documents and proofs, together with my opinion as to the questions which arise out of these facts, and how these questions ought to be determined, with the reasons inducing that opinion. Should these reasons satisfy you that the opinion is correct, it will then be time enough to trouble you with the evidence of the facts, out of which the questions decided by the opinion arise. But if you did not concur with me in the opinion given, even upon the facts as stated by me, there would exist no necessity or propriety in troubling you with the proof of these facts. I was induced to adopt this course, not less by a regard to yours, than to my own convenience. Before I had thought of laying this matter before you, I had written two letters to Mr. King, giving him the opinions he had requested me to give him upon these subjects. These opinions had been prepared, after a careful examination of all the papers he had furnished to me, and were intended by me to be exhibited before the accounting officers of the Treasury, (who, as I then supposed, were engaged in the settlement of his account,) in order to present to them my views of the case to which they refer. Although I had prepared the opinions, the letters containing these opinions had not been dispatched, and were yet before me. They contain all which I think material in the case; and, for the reasons before stated, I now beg leave to submit them to your consideration, as containing what I believe to be a just and true representation of the fact and law of the case. If you should see fit to re-examine this subject, and, upon such examination, should concur with me in the opinions I have stated in these letters, the documents which establish the facts therein represented to exist I will submit to your inspection at any time hereafter, when you may require them.

Be pleased, sir, to accept the assurances of my high consideration and respect.

LITTLETON W. TAZEWELL.

His excellency ANDREW JACKSON, *President of the United States, Washington.*

P. S.—The first of the items in Mr. King's account, that I have examined, relates to bread furnished by Graham to the United States, which was paid for by Mr. King; and the second, for coping stone furnished by Scranson to the United States, and paid for in like manner. These subjects have no kind of connection with, or relation to, each other, and depend upon different principles. I therefore examined them separately, and upon different occasions. My letter to Mr. King, No. 1, refers to the case of the bread; and No. 2, to the case of the coping stone.

FEBRUARY 19, 1830.

MR DEAR SIR: I beg leave to draw your attention to a letter just received from Mr. Tazewell, of the Senate, of the 17th inst., which I now enclose you, with his opinion to Mr. Miles King, on the subject of the suspension and disallowance in his accounts as navy agent, which I also enclose.

You will find from Mr. Tazewell's letter, that he alleges I have affirmed the decision of the Second Comptroller, without having before me a full view of all the facts of the case. I have therefore to request that you will review this case, and furnish me with a full and detailed report of all the facts, with a view of the reasons that governed the decision in suspending some items, and disallowing others, of Mr. Miles King's accounts, with such explanatory remarks as the circumstances may make necessary to a full and fair understanding of Mr. Miles King's accounts, and the justice of this case.

I am, respectfully, yours,

ANDREW JACKSON.

The Hon. JOHN BRANCH, *Secretary of the Navy.*

FEBRUARY 26, 1830.

This letter of the President is respectfully referred to the Fourth Auditor, with a request that he will present to me, and through me to the President, a full view of the whole accounts of Mr. King, so far as relates to points on which Mr. Tazewell has given opinions, and the nature and character of his rejected claims; together with a full view of the manner in which his vouchers have been presented, and his quarterly returns made; also, as to any discrepancies which exist between these returns and his monthly abstracts forwarded to this Department.

JOHN BRANCH.

NAVY DEPARTMENT, February 20, 1830.

SIR: The President has referred to this Department your letter of the 17th inst., in which you state, among other things, in relation to the accounts of the late navy agent, Miles King, that "all the facts

which the documents abundantly prove to constitute this case, are not disclosed in that upon which your judgment has been given."

If this is to be considered as a charge against the accounting officers, of withholding facts necessary for the President properly to understand and decide upon the claims of Mr. King, it is one of *grave import, and demands and shall receive a thorough investigation.*

To enable the Department certainly to detect and identify the suppressed evidence to which you allude, you will be pleased to furnish a statement of the same, including the names of the parties by whom it has been given, and the time at which the same was laid before the accounting officer.

I am, respectfully, yours, &c.,

JOHN BRANCH.

No answer has been received by the Secretary of the Navy, from Mr. Tazewell, to the above-mentioned letter.

NAVY DEPARTMENT, May 21, 1830.

SIR: I wish you to forward to the Department, by the return of the steamboat, such information as you may be in possession of, connected with the delivery, receipt and payment of a certain quantity of stone, said to have been delivered and receipted for by Ichabod Scranson, at the Navy yard, at Gosport.

I am, respectfully,

JOHN BRANCH.

No. 2.

L. W. Tazewell's opinion in the five hundred dollar case of King's account for coping stones, bought of J. L. Scranson, and disallowed in the settlement of King's accounts.

MY DEAR SIR: The facts existing in that part of your case which I have now examined, are as follows:

On the 13th of May, 1829, the Commissioners of the Navy, by a letter of that date, directed you to contract, on the best terms in your power, for the erection of a solid, substantial brick wall around the Navy yard at Gosport, the coping to be of iron or stone, as upon inquiry you might, all circumstances considered, judge the most expedient. Upon inquiry you were satisfied (and it would have been very strange indeed if you had not been satisfied) that stone coping was much cheaper, and equally useful with iron coping. Therefore, on the 17th of June, 1829, in pursuance of the power and directions given to you by the Navy Commissioners, as is stated above, you entered into a contract with Ichabod L. Scranson, of Connecticut, to furnish the coping stone required, at the price of 25 cents a foot, running measure; the stone to be delivered in Norfolk. On the same day you addressed a letter to Scranson, requiring him to send on 2,000 feet of the stone contracted for, to be delivered at the Navy yard, and to be subject to the inspection of the yard; and another letter to Captain James Barron, the commandant of the yard, enclosing a copy of the contract you had made with Scranson.

On the 8th of August, 1829, Scranson delivered the 2,000 feet of coping stone required, which was duly inspected and regularly received by the proper officers of the navy yard.

At the time this stone was shipped in Connecticut, Scranson requested of you to pay the freight of it to Norfolk, amounting to \$61, and to retain the balance of what might be due to him in your hands, until he should come to Norfolk himself. With this request you complied, by paying the sum of \$61 to Lewis Kellum, the skipper of the craft in which the stone was transported, and you took his receipt for the sum so paid. Scranson himself came on after this, and when the stone was received he presented to you his accounts, (in duplicate) wherein he charged the exact quantity of the stone delivered, which, at the exact price fixed by the contract, amounted to \$500, and demanded of you the payment of his claim.

At the time this demand was made, you had not in your hands any funds belonging to the United States, applicable to its payment; but, as Scranson was a stranger in Norfolk, at a great distance from his place of abode, rather than he should be kept at heavy expense, waiting the receipt of the necessary funds from Washington, to satisfy his claim, you subjoined to each of the duplicate accounts a receipt for \$500, the amount of the bill, as for so much money received of you; and you suggested to him the probability that the Bank of the United States, at Norfolk, might advance him the money due him, upon his executing these receipts, and leaving the papers in their possession. To facilitate this object, and at the same time to guard the bank against advancing the whole sum mentioned in the accounts, you endorsed upon each of them a memorandum, stating that \$439 only was due, which sum would be paid as soon as money was received from Washington.

Scranson went to the bank, which readily paid him the \$439, upon his signing the duplicate receipt for \$500, you had subjoined to the account for \$500; but, in making this payment, your name was erased from one of the receipts, and the words "United States Bank" interlined, for the purpose of showing that Scranson had received the money, not from you, but from the United States Branch Bank. The papers were then left by Scranson with the cashier of the bank, who afterwards gave them to you; and they were offered by you as vouchers to support a charge in your account against the United States for this sum—\$500. Upon the settlement of this account the accounting officers of the Treasury have refused to allow you any credit for the sum so proved to have been paid; and the question is, were they right in so doing?

I am really at a loss to conceive what possible reason can exist for refusing to allow you the credit for \$500, which you claim. That you were required to make a contract for the stone, is proved by the Commissioners' letter to you; that you did make the contract directed, is proved by the contract itself; that the stone was delivered in the very quantity and of the description and quality called for by the contract, is proved by the receipt and certificate of the inspector of the navy yard; that the price charged

for it in the the account was the very price fixed by the contract itself, is proved by a reference to the contract and to the accounts; that the quantity of stone delivered, estimated at the price charged, will make the amount of \$500, as is stated, the smallest skill in arithmetic will show at once; and that this sum has been paid, is proved by the receipts of Scranson, which are produced. Now, what more than all this can be required to be proved, or by what other evidence than that produced it can be desired to prove it, I am sure I know not. The Secretary of the Navy, in his report upon the case to the President, calls this a "mysterious transaction, which requires explanation;" but the greatest mystery about it seems to me to consist in discovering what there is in it that explanation can make it more clear than it now appears.

The Secretary, in his report, mentions but two circumstances which seem to have excited doubt in his mind; and a single moment's reflection must dispel this doubt. The first of these circumstances is, that, although Scranson has received for \$500, as being received *in full*, yet you have endorsed on the account that there was only \$439 due, which sum would be paid when money was remitted from Washington. Now, when the Secretary had satisfied himself, as he states, that \$500 was once due to Scranson for his stone, if there remained but \$439 due to him when this memorandum was endorsed on his account, it seems to me that it would naturally occur to any one, that \$61, the difference between these two sums, must have been paid before that memorandum was made by you, and accepted by Scranson himself. But if so paid, when, where, how, or to whom paid, although possibly matter of curiosity, can never be questions material in the settlement of this claim. If they are, however, Kellum's receipt will suffice for an answer to each of them. By deducting the \$61, paid to him for the freight of the stone, from the \$500, the price of the stone, there would remain precisely \$439 due to Scranson, who, by his contract, was bound to deliver the stone in Norfolk, and, of course, would be chargeable with the freight for getting it there.

Without such an endorsement on the account, the bank would have advanced upon it to Scranson the whole sum mentioned in the receipt, viz., \$500; and a difficulty might then have arisen between you and the bank, who should lose the \$61 paid by you in part. To prevent this was the object of the endorsement; and the payment to Kellum of \$61 for freight, left only \$439 due to Scranson, who, upon the receipt of this sum, was bound, of course, to give a receipt for \$500, in full of his account for that amount.

The other circumstance mentioned in the Secretary's report is, that the original receipt states the amount to have been paid by the Branch Bank of the United States, at Norfolk, while the duplicate states that it was paid by you. Now, if there exists any contest between you and this bank as to which of you, the sum shown by both receipts to be paid to Scranson, should be repaid by the United States, there might arise some doubt upon this point. But as no such contest exists, it is not seen how a doubt raised as to whom the money is due, can properly be made the ground of paying it to neither. All the usual and necessary vouchers are in your possession, and are produced by you. If the credit claimed is allowed to you, these vouchers of payment will, of course, be retained by the United States; and then they can never be called upon by the bank, or by anybody else, to pay the money again. Moreover, the certificate of Mr. Roberts, the cashier of the bank, explicitly states that both these receipts, which were once in his possession, were delivered by him to you for the purpose of having the claim settled. No doubt can then exist that you, and you only, are now authorized to settle the transaction. As to the variance of the phraseology of the two receipts, if, under the circumstances of the case, that variance ever was in any way material, the explanation given of it must remove every suspicion now.

Originally there was no variance; but when the \$439 was paid by the bank to Scranson, your name was erased, and that of the bank interlined in one of the receipts, while the other was suffered to remain as it originally stood. The reason of this is very obvious—the bank did not look to the United States, but to you, for the repayment of the money they had advanced to Scranson. To satisfy you that the money had been received by Scranson of them, and, therefore, that you ought to repay it to them, one of the receipts was altered, so as to make it state this, which was the precise fact; when you should repay the bank, their agency in the transaction would be at an end, and then it was necessary that you should possess the necessary vouchers to support your charge against the United States for this payment to Scranson. The other receipt, therefore, was left unaltered.

In one word, the altered receipt was designed to make it a good voucher of the claim which the bank had upon you; and the unaltered receipt was designed to serve as your voucher, to prove the claim which you would have upon the United States. The alteration in one of the receipts was made with the knowledge and approbation of Scranson, of the bank, and of yourself; and could not, by any possibility, produce the slightest loss or injury to any one. These are the only circumstances stated by the Secretary in his report, as having had the slightest influence upon his mind in producing that mystery by which this simple transaction seemed to him to be enveloped. But for that report I should never have been able, I believe, to discover what was the supposed difficulty that existed in the case; and what I have stated must, I think, suffice to show that no such difficulty really exists. While puzzling myself to find out, if I possibly could, upon what ground the objections of the accounting officers of the Treasury to allow you this credit, which you had claimed, could rest, the want of the certificate of approval, usually subjoined to every account for supplies furnished to a navy yard, by the commandant of the yard, was the only seeming defect which I could discern. The Secretary, in his report, however, takes no notice of this, and the certificates of two of the Navy Commissioners, which I find among the documents you gave me, would have furnished the most satisfactory answer to such an objection, if any such had been taken. No such objection is urged, however, and therefore I infer that it produced no more influence upon the mind of the Secretary than it does upon mine; especially as he must know, better than either you or I, why the customary certificate was not given in a case like this, where it could only be considered as a piece of *formal* evidence merely. (See P. S.)

I do not doubt, then, that you are entitled to the credit which you ask, in the settlement of your account with the United States; and that it must and will be allowed to you by some tribunal or other before which your case must pass.

I am, respectfully, your most obedient servant,

LITTLETON W. TAZEWELL.

P. S.—Scranson's account was not rendered to the commandant of the yard for his approval, until August 8, 1829. Before this time the order of the Commissioners for building the wall, for which the

coping stone supplied by Scranson was originally designed, is believed to have been countermanded by the Secretary; and at this time, it is represented that the removal, or intended removal of Mr. King was understood (by some means or other) in Norfolk.

MILES KING, Esq.

NOTE.—See letter of the 22d of May, 1830, from Commodore Barron, herewith, on the subject of this coping stone.

NAVY DEPARTMENT, *May, 1830.*

COMMANDANT'S OFFICE, *United States Navy Yard, Gosport, May 22, 1830.*

SIR: I have received your letter of the 21st instant, calling for information relative to a certain quantity of stone, &c.

This cargo of stone was purchased sometime last summer by Miles King, Esq., and sent to this yard for the purpose of a coping or the wall which was about to be erected at that time.

Mr. King accompanied the arrival of this stone here, and stated the object for which it was intended; remarking that he had bought it very cheap. I did not think the stone suitable for the purpose for which he said it was intended, and stated my objections; amongst others, were those of its great inequality in thickness, and that it would cost more to reduce it to a proper size than it was worth.

He, however, did not appear disposed to admit my objections, and requested that the stone might be landed, and further examined, to which I consented, not considering myself a very competent judge, and the stone was deposited on Taylor's wharf.

Soon after, I was told that this stone had been carted to the line on which the wall was to be erected; and Mr. Roberts, the cashier of the United States Branch Bank, at Norfolk, came over and asked of me how he was to be repaid for this cargo of stone, the money for which he had advanced.

I replied, that if the stone passed the inspection to which it would be subjected, there would be no difficulty about the payment, but if it did not pass such an inspection, it would not be received, nor the bills for the amount approved by me.

A survey was accordingly ordered, and the stone condemned; and I heard nothing more of it until some few months since, I received a message from Mr. King, by one of his clerks, saying that if I would allow the stone to be carted back to Taylor's wharf, he would have it taken away, as he could now sell it to advantage; to this request I consented, and the stone was immediately placed on the wharf, and there it still remains.

I never authorized any person to receive this stone, and know nothing about the receipt which your letter alludes to.

I herewith enclose you the copy of the survey, held upon this cargo of stone, by two competent stone masons and one house builder.

I have the honor to be, sir, most respectfully, your obedient servant,

JAMES BARRON.

The Hon. JOHN BRANCH, *Secretary of the Navy, Washington.*

Gosport, *September 17, 1829.*

We, the subscribers, having been called on by Commodore James Barron, commandant of the Navy yard, at Gosport, Virginia, to inspect a certain parcel of stone, received there for the purpose of coping, or the finishing of the wall about to be erected around said yard, have surveyed said parcel of stone, and do give it as the best of our opinions, that this stone is not at all suitable in any respect for the purpose desired. It is of a quality very different from any we have ever seen used for that business, and has neither width or thickness suitable for the same.

In testimony of which, we subscribe our names.

SAMUEL M. LATIMER.
JOSEPH WALKER.
LEVITT FENTRESS.

Commodore JAMES BARRON, *Gosport Navy Yard*

Report of the Fourth Auditor, on Miles King's case, to the Secretary of the Navy.

TREASURY DEPARTMENT, *Fourth Auditor's Office, May 26, 1830.*

SIR: In reply to so much of the resolution of the House of Representatives, passed on the 15th instant, by you referred to me, as relates to the accounts of Miles King, Esq., late navy agent at Norfolk, I have the honor to make the following report:

The balance now appearing due to the government from Miles King, on the books of this office, is	\$3,825 20
The Bank of the United States has presented to you a claim for moneys overdrawn by him while remittances were suspended, previous to his removal, of	40,144 17
The same Bank has presented to me a similar claim for money paid Ichabod Scranson, for stone	500 00
	<u>\$44,779 37</u>

Mr. King had presented to this office, claimed, and obtained credit for most of the items contained in the claim of the bank, before that claim was presented. Had the remittances called for by him before his removal been made, he would have paid the claims of the bank, and his whole default would then have

been to the government. The suspension of his calls of money by you, and the confidence of the bank which induced them to suffer him to overdraw, shifted most of his default from the government to the bank.

The actual amount of default to the government and to the bank is, as above stated.....	\$44,719 37
He has presented to this office, claims to the amount of \$13,209.79; \$2,259.25	
of which it is certainly ascertained have been passed to his credit long	
ago, leaving.....	\$10,850 54
Claims for extra commissions, interest, clerk hire, &c., presented to you and	
rejected.....	21,640 46
	32,490 90

Thus, if every dollar claimed by Mr. King, except what has actually been allowed, were passed to his credit, he would still be in default..... \$12,288 47

Annexed are copies of Mr. King's vouchers, which have been rejected or suspended in this office, numbered from 1 to 116 inclusive.

Those numbered from 1 to 5 have been rejected, because they have long since been passed to his credit.

Those numbered from 6 to 8 were rejected on account of their age and want of a proper approval. They are, indeed, all marked "approved, A. Sinclair." On casting my eye upon these words, I was satisfied they were recently written, although the vouchers are dated in 1818 and 1819. I enclosed them to Commodore Sinclair, and put to him this question: "Will you have the kindness to inform me whether your approval to the enclosed vouchers was placed upon them at or near the time of their date; and if not, when and under what circumstances you approved them?" In his reply, dated 1st February, 1830, he said, "I have to state that the accounts were approved by me about six weeks since, but not before I satisfied myself of their correctness." That one of the articles charged was furnished, he personally knew; but in relation to the other two accounts, he says: "The second account of T. B. Seymour, for \$21 for wood furnished the Constellation, as well as the \$3.75 for water, paid C. Colley, I have no other reason to suppose correct, than their certificates and Mr. King's word, which I cannot doubt." The certificates alluded to bear date February 1, 1830, the day on which his letter to me was dated. Of course he had no evidence of the correctness of the charges, when he approved the bills, *about six weeks before*, except the word of Mr. King. I cannot concede that this was the check which the navy regulations contemplated, or that such an approval was legal or proper, or that it ought to be tolerated by the Department. (See A. B.)

The vouchers numbered from 9 to 18 inclusive, were rejected because from their age, the presumption is that they have been paid, or that they ought not to be; and because they are destitute of all the evidences of authenticity and correctness necessary to make them good vouchers in this office. Some of them have not the commanding officer's approval, or the naval storekeeper's receipt, or any receipt whatever, and some are destitute of all three.

The vouchers numbered from 19 to 44 were rejected for similar reasons, and for the further reason, that all those bearing date in 1816, 1817, 1818, 1819, and 1820, were executed in the year 1829. On looking at them, it was obvious that they were lately written. On inquiry, I was informed they were in the handwriting of Mr. Joseph Murden, who had been in Mr. King's employment, as clerk, less than three years. I enclosed some of them to Mr. Murden, and inquired of him whether this whole class of vouchers was not written in 1829? In reply, under date of February 18, 1830, he said: "I found in the office of the late Navy agent a number of informal bills, many of which, upon examination, I found had not been charged; these I put in proper form, and obtained signatures to, corresponding with the receipts of the informal ones." (C. D. E.)

I sent an extract of this letter to Mr. King, and requested the production of these "informal bills," with their corresponding receipts. He called at my office and left a parcel of old papers, copies of which will be found under vouchers No. 19 to 44, each one following immediately the bill or bills which have been made out of it. How far the manufacture of 1829 "*corresponds*" with the raw material, the reader may see at a glance. A few of these *correspondences* are here exhibited.

Extracted from an original bill of \$954.89.

Navy Department,	To Joseph Lavier,	Dr.	
Three pieces Russian duck, at \$11			\$33
Making twenty-four sheets, at 25c.....			6
Making twenty-four pillow-cases, at 12½c.....			3
			\$42

NORFOLK, December 18, 1817.

Received of Miles King, navy agent at Norfolk, the sum of nine hundred and fifty-four dollars and eighty-seven cents, in payment of the above.

JOSEPH LAVIER.

New bill.

Navy Department for the Navy hospital,	To Joseph Lavier,	Dr.	
1819.			
August 30. For twenty-four sheets }			\$42
30. For twenty-four pillow-cases }			

NORFOLK, August, 1819.

Received of Miles King, navy agent, forty-two dollars, in payment of the above bill.

JOSEPH LAVIER.

Here three items are taken out of an old bill, and thrown into two to make a new one; one receipt is for \$954.87, and the other for \$42, and the date is altered almost two years.

Extracted from an original bill of \$2,257.05.

Miles King,

Bought of R. E. Steed,

1827.

December 4.	Forty-six barrels mess beef, at \$15.....	\$690 00
4.	Thirty-two barrels prime pork, at \$25.46.....	814 72
		\$1,504 72

No receipt.

New bill.

Navy Department, for public stores,

To R. E. Steed,

Dr.

1817.

December 13.	To forty-five barrels mess beef.....	\$690 00
13.	To thirty-one barrels prime pork	814 72
		\$1,504 72

NORFOLK, December 13, 1817.

Received of Miles King, navy agent, fifteen hundred and four dollars seventy-two cents, in payment of the above account.

ROBERT E. STEED.

The "*corresponding*" receipt here is a *new* receipt. The date is changed only nine days; but, although there is one barrel of beef and one of pork less on the new bill than on the old, it is remarkable that the aggregate price is exactly the same; and the price *per barrel*, in the old bill, is omitted in the new, being somewhat inconsistent with the *aggregate price*. No such lots of beef and pork as those mentioned in the old bill were received by the storekeeper; but the lots mentioned in the new were received. If the storekeeper's books were admitted as evidence that the beef and pork have not been paid for, they would prove that Mr. King charges for two barrels more than have been delivered, and the overcharge is concealed by omitting the price per barrel!

Extracted from an original bill of \$76.76.

Miles King, Esq.,

To N. Cocke & Co.,

Dr.

1818.

April 21.	Two hair mattresses.....	\$26 31
May 9.	Two and a quarter yards devrin, for schooner Nonsuch, Claxton	3 09
9.	Four and a half yards fringe, for schooner Nonsuch, Claxton.....	2 91
9.	Two dozen rings, and thread, for schooner Nonsuch, Claxton.....	0 38
9.	Five bed coverlets, at \$1.....	5 00
22.	Two table covers, at \$5	10 00
		\$47 69

No receipt.

New bill.

Navy Department, for the schooner Nonsuch,

To Nathaniel Cocke & Co.,

Dr.

1818.

May 6.	No. 17, for one set cabin curtains	\$21 38
June 8.	No. 22, for two hair mattresses	36 31
		\$47 69

Received "June, 1818."

Here two hair mattresses have gone over from the 21st April to the 8th June—another quarter; and to make up the cabin curtains in the new bill, Mr. Merden has thrown in five bed coverlets and two table covers, thrusting the date back from the 9th and 22d, to the 6th May.

Another new bill is made out of another entry in the same account, as follows:

Original.

1819.

January 5.	Three table covers, at \$4.50, for Captain Henley	\$13 50

No receipt.

New bill.

1819.

March 6.	No. 8, for three green table covers, for Captain Henley.....	\$15 50

Received "March, 1819."

Here the date has not only leapt forward from January 5, to March 6, but the *price* has increased from \$13.50 to \$15.50; and the price, per single article, is omitted in the new bill!

A third bill of \$5, is manufactured out of an item in the same original, dated May 22d, and the date put back to May 6th; on which date it is receipted. Here are three new bills made out of one old one; the "corresponding receipts" are no receipts at all to the old one, and three receipts with different dates to the new; and one item is increased in the new!

Extracted from an original bill of \$1,719.50.

Miles King, navy agent, Norfolk, for the Marine hospital, Gosport, To Joseph Granier,		Dr.
1817.		
December 5. Twenty-four large cot blankets, at \$1.75.....	\$42 00	
Discount on \$42 at 5 per cent.....	2 10	
	<u>\$39 90</u>	
Received payment.		JOSEPH GRANIER.

New bill.

Navy Department, for Marine hospital, To Joseph Granier,		Dr.
1817.		
December 5. For twenty-four large cot blankets	\$42 00	
		NORFOLK, December, 1817.
Received from Miles King, navy agent, forty-two dollars, in payment of the above bill.		JOSEPH GRANIER.
\$42.		

Here the discount of \$2.10 is dropped in making the new bill, and Granier is made to receipt, in 1829, for \$42, when, in 1817, he receipted for \$39.90!

In many other cases, two or three new bills are manufactured out of one, with changes of captions, dates, amounts, and receipts. Some of the bills are apparently mere private transactions. In one case, there are two, if not three, original bills which cover the same time and contain some of the same items. In another, an administrator, appointed in 1826, receipts a bill dated in 1817. In others, an agent receipts the new bill in 1829, when the old ones are receipted by the principal. For many new bills, no originals have been produced, and, so far as appears, they never existed in any shape until 1829. Perhaps they may be predicated on certain entries in the former storekeeper's books; for, I remember that Mr. King intimated to me an intention to set up a claim for all articles there entered, which had not opposite to the entries a certain pencil mark, which the storekeeper usually made when he gave receipts for articles delivered to him.

These new bills were presented by Mr. King, with a request that we would examine the proper quarter's accounts, and see whether they had been passed to his credit. With these changes of dates, throwing them into other quarters, and sometimes other years, with changes in captions, items, forms, receipts, and even amounts carried out, with one, two, or three new bills made out of different parts of an old one, how was it possible to trace them in this office, or ascertain whether they had been passed to his credit or not?

The vouchers marked from 44 to 100 were rejected because of their age, or their informality, or their deficiencies in the proper evidences of authenticity. They have not generally the naval storekeeper's receipt, or the commanding officer's approval. Many of them appear to be based upon private transactions; some of them have been recently altered in form, and some may have been passed to his credit incorporated in other bills. If they were just claims, it would seem that they would have been presented, explained, and allowed long since. From 84 to 100 they are all executed recently in Mr. Murden's handwriting.

The vouchers numbered 101 to 106, contain items of commissions, &c., which were rejected in 1818 and 1819, and are now again advanced by Mr. King. I not only deem the charges inadmissible, but would not, at this late day, undertake to re-examine decisions then given, especially without the production of new evidence, which was not then before the Auditor.

The vouchers numbered 107 to 113, are again presented in support of the claim which was rejected in 1819. So far as I can discover, the decision then made was correct; at any rate, I am not disposed to disturb it.

A few claims alluded to by numbers 114 to 116, have been suspended on account of deficiencies in evidence, some of which may ultimately be passed to Mr. King's credit.

But experience in Mr. King's accounts admonishes me to proceed with caution. Not only has it been found that \$2,359.25, claimed by him, had long since been passed to his credit; but in two cases I have found myself deceived. He claimed \$300 upon a voucher in due form, for the hire of a steamboat, to bring dispatches to Washington, in 1819. Not finding that it had been passed to his credit, I submitted it to you for your decision. On account of the extraordinary nature of the charge, the absence of authority for hiring the boat, and the lapse of time which was supposed to have borne to oblivion the reasons why it was not before allowed, you very properly rejected the claim. For this, you have been made the object of special animadversion. A more thorough investigation has since disclosed the fact that this claim, though suspended in 1819, was passed to Mr. King's credit in 1820; and your abused decision has only prevented his twice receiving payment for the same thing.

I am admonished by another case. It appears that Mr. King, last winter, put into the hands of his friend and counsel, receipts for \$500, paid Ichabod L. Scranson, for coping stone, and informed him that this claim had been rejected by the accounting officers. His counsel made an argument of considerable length in favor of the claim, treating its supposed rejection as an instance of great injustice. All this was wholly gratuitous, because these vouchers had never been presented, and of course had never been rejected. Although the original voucher purported to be a receipt from Miles King, and the duplicate

was a receipt from the United States Bank, neither having the approval of the commanding officer, yet, such was the confidence with which the claim was urged, that I thought Mr. King was honestly entitled to the credit, and told him I should allow it whenever he thought proper to present his vouchers. It now turns out that the stone was never received by the United States. On the contrary, it was found, on inspection, to be wholly unfit for the use designed, was condemned in September last, and was, long before the last presentation of the claim, if not before the first, delivered over to the disposition of Mr. King. All this, Mr. King must have known, when he took the advice of counsel; when he urged this claim upon the President; and when he lately assigned it over to the cashier of the bank at Norfolk; but all this he concealed from the accounting officers and others, who were called on to pass upon his claims in this city. Indeed, it now appears that neither Mr. King nor the bank paid the money. It was paid by the cashier. It was included on a list of accounts paid in a similar way, which was handed over to the present navy agent, on his entrance into office; he called for and received money to pay it; but it was never presented, because not only the approval of the commanding officer could not be obtained, but the agent knew the facts. When, on account of these circumstances, payment was not to be expected at Norfolk, the claim was brought to Washington, and through a concealment of the true state of the case, might have been allowed. It was not until a few days ago that the truth was known. After these examples, I feel it my duty not hastily to pass any of the suspended items to Mr. King's credit.

The following extracts from my report to you of January 6th, 1830, will explain the reasons why certain overcharges of T. Graham, for bread, first suspended by the Second Comptroller, were not passed to Mr. King's credit, viz:

"It appears that Mr. T. Graham, of Norfolk, on the 31st day of December, 1827, entered into a contract with Miles King, navy agent, acting on behalf of the Navy Commissioners, to furnish such supplies of navy bread at Gosport, Virginia, as might be required during the year 1828, at the price of \$2.87½ per hundred pounds.

"The accompanying vouchers, 2, 3, and 4,* purport to be for bread delivered in pursuance of this contract, during the months of November and December, 1828.

"On comparing the price charged and receipted for, with the contract, every item, except the first in No. 3, appeared to be overcharged \$1.97½ per hundred pounds, or \$1,439.55 in all. This excess was accordingly suspended, and Mr. King called on for explanations.

"In his reply, addressed to me under date of June 30, 1829, he says: 'I enclose extracts of letters from the Navy Commissioners, allowing Mr. Graham *something additional* on the price of his bread in consequence of his losing so much by fire, and in some measure owing to its not being received when ready.' (F.)

"The first extract bears date December 6, 1828, and says: 'The Commissioners have received a letter from Mr. Graham, informing them of the loss of his bake-houses, and the destruction of 52,500 pounds of navy bread which had been prepared for the Guerriere. They have decided to allow him for this bread the same terms as stated in their letter to you of the 14th ultimo, upon your receiving *satisfactory* evidence that this quantity had been prepared under the requisition.'

"The other extract is dated November 14, 1828, and says: 'In consequence of the rise in the price of flour, since offers to furnish navy bread for 1829 were made, the bakers generally have withdrawn their offers. We have had an agreement with a baker in Baltimore, upon the following terms, viz: Considering the price of superfine flour to be \$6 per barrel, then the price of bread, made of fine flour and the best middlings, in equal portions, to be 3½ cents per pound, increasing the price 45 cents per 100 pounds for every dollar, the price may increase above \$6, and deducting 45 cents per 100 pounds for every dollar the price of flour may fall below six dollars.'

"Mr. King's statement was, that the Commissioners had allowed Mr. Graham '*something additional in the price of his bread in consequence of his losing so much by fire;*' but the evidence produced to sustain this statement showed that the Commissioners, instead of allowing a higher price for the bread which might be *actually delivered* in 1828, decided to pay Mr. Graham for 52,500 pounds of bread which *had been consumed by fire*, according to the terms of a contract made for the supplies of 1829. The evidence adduced, therefore, did not apply to the vouchers, which were not for *burnt bread*, but for bread *actually delivered*.

"To obtain further light on the subject, I addressed a note to the Navy Commissioners, requesting copies of all the letters which had passed on the subject. In reply, I received the papers marked G, H, I, and K, containing the same information I had received from Mr. King, and nothing more. The letter of the Commissioners says: 'It is proper to state, that the alteration of price was made by the board, in consideration of the great rise of flour, and the peculiar hardship of Mr. Graham's situation from the loss of so large a quantity of bread ready for delivery.'

"Not the slightest evidence was contained in any communication from Mr. King or the Commissioners, of their ever having authorized 'any alteration of price' in relation to any bread which might be delivered during the year 1828. It only appeared that they had authorized a quantity to be paid for which was never delivered, and never could be, at a price higher than the contract price.

"From all the circumstances and the papers under consideration, I was led to the conclusion that some difficulty was found in framing a voucher for the burnt bread which would be likely to pass the accounting officers, inasmuch as it could not bear the receipt of the naval storekeeper, nor the approval of the commanding officer; that, to obviate these difficulties, the device of adding the price of the burnt bread to other bread actually delivered, was resorted to; that the storekeeper construed his receipt as applying to the *quantity* of the bread, and *not to the price*; that the commanding officer considered his approval as only tending to effect the object of the Commissioners; and that, in this indirect manner, Mr. Graham was to be compensated for his losses.

"I cannot express too strongly my repugnance to this covert mode of paying away the public money. Who could suppose, on looking at these vouchers, that any portion of them was designed to pay Mr. Graham for his burnt bread? If the authority of the Commissioners was sufficient to justify payment for the burnt bread, it was sufficient to authorize a direct payment. Had these vouchers passed, and Mr. Graham had come the next day with the letter of the Commissioners in his hand, and demanded payment for the 52,500 pounds of bread consumed by fire, how could we, admitting the validity of their allowance, have refused payment? There is not an allusion in vouchers 2, 3, and 4, to burnt bread. On the contrary, the

* These vouchers are not in my possession.

amounts charged are annexed, at a certain rate per 100 pounds, to *other bread*, which was *actually delivered* into the public store. They would not constitute any bar in law or in common sense to Mr. Graham's claim for burnt bread allowed by the letter of the Commissioners.

"Mr. King has not yet produced any authority from the Commissioners for making these overpayments. They do indeed say to him in their letter of the 29th ultimo, 'In the payment of Mr. Contractor Graham, you complied with the instructions of the board.' Where are those 'instructions'?" They have never been submitted to me, and I find them not among the papers submitted to the President. In their letter to me of the 29th June, the Commissioners say: 'These [Graham's letter, and the Commissioners' letters to Mr. King, marked H, I, and K.] embrace *all* the correspondence on this occasion in relation to the price paid Mr. Graham for the bread to which your letter refers.' These, consequently, are all the 'instructions' given to Mr. King upon the subject. I confess I cannot find in them the slightest allusion to the bread mentioned in these vouchers. They appear to me to relate wholly to another parcel of bread, which was consumed by fire.

"If the instructions of the Commissioners, directing payment for bread delivered at a price higher than stipulated in the contract, were produced, then the grave question would present itself, whether the Commissioners have authority, by private letters, to alter contracts which have been made after public advertisement, in the manner prescribed by law. If they can, the law which requires them to contract after public advertisement, or in open market, is a nullity. But no such instructions are produced, and it is unnecessary to discuss this question.

"The naked truth is, the overcharges in these vouchers were intended to indemnify Mr. Graham for his losses by fire. He had no claim on the government for indemnity, legal or equitable. Contractors are always supposed to calculate all risks to be encountered previous to the delivery of the articles contracted for, and exact a compensation adequate to cover them. They may be overtaken by extraordinary accidents, but these are misfortunes incident to everything human. Mr. Graham, in his fair and honest statement, does not allege that the government was in fault in the slightest degree for the destruction of his bread. He says: 'I beg leave to represent to you, that on the 7th November I received an indent for 52,500 pounds of bread for the United States frigate *Guerriere*, which, on the 14th ultimo, was ready for delivery, but, *from the inclemency of the weather, was prevented from sending it to the yard*. Unfortunately, on the night of the 19th ultimo my two bake-houses were consumed by fire, with all the contents of one, and nearly the whole contents of the other, among which there were 828 barrels of navy bread, weighing 63,000 pounds, 52,500 pounds of which were prepared in compliance with the above requisition,' &c. If *an individual* had contracted for this bread, and it had thus been destroyed before delivery without any agency or fault of his, would he have been bound in equity or law to pay for it? Every man, placing himself in the situation of the government, must answer this question in the negative.

"To pay Mr. Graham for this bread was therefore an act of mere charity. Who has a right to be charitable at the expense of the public treasury? Have the Navy Commissioners, or the Secretary of the Navy, or even the President? It has been doubted whether Congress itself possessed the rightful power to relieve, with public money, the sufferers by fire in Alexandria. Certainly nothing short of that power could indemnify Mr. Graham for his losses by fire.

"In fine, I consider these payments to Mr. Graham as bad in principle and worse in mode. The executive and ministerial officers of the government have no right to be charitable at the expense of the public; much less are they to be countenanced in concealing their charities under the forms of legal and regular allowances. The mind can hardly conceive the aggravated abuses to which such precedents might lead.

"I do not doubt that the Commissioners acted in this matter, as in all others, with honest motives. But I differ with them as to the authority for their act.

"Had Mr. King paid for the burnt bread directly, it might have been doubted whether he ought not to have been credited upon the authority produced. But he claims nothing paid in pursuance of that authority. He knew the terms of Graham's contract. To allow him credit for the overcharges contained in these vouchers would be to sanction the transaction in principle and in mode. As one executive officer, I am averse to all allowances under false or unintelligible names. Let the people see what is done with their money. When we choose to pay for burnt bread, or burnt houses, out of their money, they have a right to know it. It was, therefore, my opinion, and still is, that Mr. King ought to seek for redress from the Congress of the United States, who are the guardians of the public money; and may, if they think proper, sanction the use which has been made of it in the case of Mr. Graham."

I have the argument of Mr. King's counsel on this point, which was, after the report from which the foregoing extracts are made, submitted to the President. It has not changed my view of the facts or the law.

His first position is, that Mr. King was bound to pay the price charged for this bread, because the account was approved by the commanding officer of the yard. In another case, the commander of the yard at Norfolk has stated to you, that he does not consider his approval as applying to the price of articles purchased. In this, I think, he is wrong, and that he is responsible for the price as well as the quality and delivery. But, I do not concede that it is the duty of the navy agent to pay an account which he knows to be incorrect, though approved by the commanding officer. In this case, he made the contract himself. He knew that the contract price was \$2.87½, and not \$4.85. No approval could justify the payment of a price, other than the contract price. Nor should the agent who paid the money, with a full knowledge of the facts, and without an effort to correct the error, now be permitted to shield himself under the wrong done by the commanding officer in approving the accounts.

His next position is, that it was the duty of the government to pay Graham for his burnt bread as far as it had been prepared upon requisitions, because it was their fault that it was not delivered. In the first place, no claim has been presented on account of burnt bread. The case under consideration is an overcharge on bread *actually delivered*. In the next place, Graham himself, in his letter to the Commissioners, does not rest his claim on any alleged default of the government. The only reason given by him for not delivering bread is, "*the inclemency of the weather*," which prevented his taking it to the yard. There is not a particle of evidence that any attempt or offer was made to deliver it, and that the delivery was prevented by the refusal of the naval storekeeper to receive it, or by any other act of any other

government agent. As the assumed fact, on which the argument is based, does not exist, the argument itself falls to the ground.

His next position is, that it was right to pay this overcharge, because, had Graham delayed the delivery of the bread a few days, it would have been received in 1829, and paid for as charged, according to the contract of that year. Is this argument *seriously* urged? It is a sufficient answer, that Graham *did not* delay the delivery until 1829, and having delivered it in 1828, he was only entitled to the contract price of that year. If a delivery in *December* will authorize payment according to the contract price of the next year, what shall prevent the application of the same rule to deliveries made in November, September, or any month in the year?

In truth, Graham could not have profited by delay. His contract was to furnish all bread *required &c.*, during the year 1828. This bread was required in November, 1828, and had he failed to comply with the requisition until January, 1829, he must still have been paid according to the contract of the former year. No fraudulent delay could have profited him; and it would be singular if he could claim the benefits of a fraud, because he had the honesty not to attempt it.

The counsel's last position is, that, in paying this overcharge, Mr. King acted in compliance with a command of the Navy Commissioners, which he was bound to obey.

In the first place, it does not appear that the Navy Commissioners gave any such command. They informed him, that they had determined to allow Mr. Graham for the burnt bread the price stipulated to be paid for bread required in 1829. They gave him no command to pay an overcharge upon any bread *actually delivered* in 1828. But if they had given such a command, it was the duty of Mr. King not to obey it. The law prescribes the manner in which contracts shall be made: once made, according to law, the price which they stipulate is the only *lawful* price. No *approval* and no *command* can justify the payment of a greater price, until the contract is abrogated by competent authority. The Navy Commissioners are mere ministerial officers; the law constitutes them the agents of the Secretary of the Navy in making contracts, but gives them no judicial power over them when made. Probably, the head of the Department may abrogate contracts, and direct the Commissioners to form new ones upon advertisement according to law, or purchase in open market; but even *he* cannot rightfully direct the payment to a contractor of a price greater than his contract price. To admit the existence of such a power in the ministerial officers of the Department, or in its head, would overthrow the whole system which the law prescribes, and leave the whole subject of contracts to unrestrained executive discretion.

The Commissioners recently gave Mr. King a statement, that, in paying Mr. Graham the overcharge, he acted in accordance with their directions. How those directions were given has never been made to appear. If they had been in writing, Mr. King would have produced them. As nothing else has been produced, I presume the only directions given were their letters, stating the determination to pay Mr. Graham for the burnt bread, and that they consider the payment of the overcharge on the bread actually delivered, as a *substantial* compliance with that intimation. Were I to admit their right to distribute the charities of this government, and could Mr. King produce their peremptory order to pay Mr. Graham for his burnt bread, I could never pass the vouchers presented by him as a compliance with that order. I should require vouchers *setting forth the facts*.

Neither in the case of Scranson, nor in that of Graham, has the government received, or can it ever receive a consideration of one cent. The latter is a case of charity; the former, worse.

Presuming that your report will disclose the manner in which Mr. King has made his quarterly returns, compared with his monthly, I have not thought it necessary to reply to that part of the resolution.

Unless something has escaped both memory and research, you have annexed copies of all the correspondence on the subject of the resolution, marked from L to Y, inclusive.

Very respectfully, your obedient servant,

AMOS KENDALL.

Honorable Secretary of the Navy.

A.

TREASURY DEPARTMENT, *Fourth Auditor's Office*, January 27, 1830.

SIR: Will you have the goodness to inform me whether your approval to the enclosed vouchers was placed upon them at or near the time of their date; and if not, when and under what circumstances you approved them?

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

Commodore A. SINCLAIR, *United States Navy*, Norfolk, Va.

B.

NORFOLK, February 1, 1830.

SIR: Your letter enclosing three accounts, herewith returned, in which you ask me to state how long it has been since I approved them—whether at the time they bear date, or at some subsequent period—I have to state that the accounts were approved by me about six weeks since, but not before I satisfied myself of their correctness. For this act of informality permit me, in explanation, to give the following reasons:

The bill of Niomyers, for twenty dollars, charged for a bugle furnished the Congress, I know thus far to be correct. The Congress was under my command at that time. I made a requisition for a bugle for the ship, and know it was furnished by the *agent*. What became of the requisition I know not. The second account, of T. B. Seymour, for twenty-one dollars, for wood furnished the Constellation, as well as three dollars seventy-five cents for water, paid *C. Colley*, I have no other reason to suppose correct than

their certificates, and Mr. King's word, which I cannot doubt. They state to me that the wood and water were furnished for the public service; that they were paid by Mr. King for that purpose, and the articles delivered on board the ships, as stated in the accounts. By reference to my household expenses, I find wood was selling in Norfolk, at the time referred to in Seymour's bill, at five dollars per cord; sawing *fifty cents per cord*, where the logs were *sawed* asunder in two parts; drayage fifty cents per cord. For ships the logs are generally *sawed* in four pieces, which, of course, with splitting, bark, and packing, would make the difference charged. Mr. King assured me that the accounts had been *overlooked*, till he handed them for approval, which was the only reason he could assign for not presenting them at an earlier period.

Very respectfully, your obedient servant,
To AMOS KENDALL, Esq.

A. SINCLAIR.

I hereby certify that the bill against the frigate *Constellation*, bearing date 19th October, 1819, for three cords of wood, sawing, splitting, and drayage, charged at twenty-one dollars, was furnished by me, and paid by Miles King, Esq., at that time navy agent.

Given under my hand, this 1st day of February, 1830.
To Commodore SINCLAIR.

THOMAS B. SEYMOUR.

I hereby certify that the bill bearing date July 9, 1818, amounting to three dollars and seventy-five cents, was for water furnished by me for the United States schooner *Asp*; and that I was paid the same by Miles King, navy agent, at the time charged in the bill.

Given under my hand, this first day of February, 1830.
To Commodore SINCLAIR.

C. COLLEY.

C.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 13, 1830.*

Sir: Enclosed you will receive several vouchers, presented by Miles King, Esq., late navy agent, for allowance at this office. Their freshness of appearance, with other circumstances, induces a belief that they were not executed at the time they bear date. As they appear to be in your handwriting, I beg that you will inspect them, and inform me when and under what circumstances they were written and signed. There are numerous others, bearing date in 1817, 1818, 1819, 1820, and 1821, also in your handwriting; be so good as to inform me whether they were not all written in 1829, or about the same time as the enclosed.

Very respectfully, your obedient servant,
JOSEPH MURDEN, Esq., *Norfolk, Va.*

AMOS KENDALL.

D.

NORFOLK, *February 18, 1830.*

Sir: Your letter of the 13th instant, with its enclosed vouchers, has been duly received; and in reply to the inquiry "whether they were not written in 1829," I have to state that I found in the office of the late navy agent a number of informal bills, many of which, upon examination, I found had not been charged; these I put in proper form, and obtained signatures to, corresponding with the receipts of the informal ones.

I herewith return those enclosed to me.

I am, respectfully, your obedient servant,
AMOS KENDALL, Esq., *Fourth Auditor, Washington.*

J. MURDEN.

E.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 27, 1830.*

Sir: Perceiving that a considerable number of the vouchers presented by you, bearing date in 1817, 1818, 1819, &c., were fresh in their appearance, and in the handwriting of Mr. J. Murden, I enclosed him some of them, and put to him the question, "whether they were not written in 1829?" to which he has made the following reply:

"I found in the office of the late navy agent a number of informal bills, many of which, upon examination, I found had not been charged. These I put in proper form, and obtained signatures corresponding with the receipts of the informal ones."

One leading motive in rejecting the vouchers of old date in Mr. Murden's handwriting, was the conviction of my own mind, that all the receipts were recently executed. If corresponding receipts, given when the vouchers bear date, although informal, were produced, it would materially change my view of the claims, even if the informality were such as to preclude their passage as sufficient vouchers. I therefore hope you will forward to me the informal receipted bills referred to by Mr. Murden, if such be in your possession, or within your command.

Very respectfully, your obedient servant,
MILES KING, Esq., *late Navy Agent, Norfolk, Va.*

AMOS KENDALL.

F.

NORFOLK, June 23, 1829.

SIR: I enclose, herewith, Mr. Graham's three accounts for bread, with the certificate of the inspecting officer upon them. I enclose also, extracts of letters from the Navy Board, allowing Mr. Graham something additional in the price of his bread, in consequence of his losing so much by fire, and, in some measure, owing to its not being received when ready; there is a certificate sworn to before a magistrate, of the quantity actually lost in the fire.

The payment of \$200 to the cashier of the Branch Bank of the United States, was for Spanish dollars for the frigate *Guerriere*, they and doubloons being the only money that would be of use to them in South America; the requisition was for \$10,000 to be furnished in specie, and I could not procure the sum under \$200. The duplicate of Mr. Welsch's requisition is herewith enclosed.

I am, sir, respectfully, your obedient servant,

MILES KING.

AMOS KENDALL, Esq., *Fourth Auditor, Washington.*

The extracts are omitted, being parts of the following letters, marked 2, 3 and 4.

G.

NAVY COMMISSIONERS' OFFICE, June 29, 1829.

SIR: In compliance with the request in your letter of the 27th instant, the Commissioners enclose herewith, copies of the following letters, viz:

From T. Graham to the Commissioners, dated 2d December, 1828.

From the Commissioners to Mr. King, dated 6th December, 1828, and

From the same to the same, dated 14th of November, 1828.

These embrace all the correspondence, on this occasion, in relation to the price paid to Mr. Graham for the bread to which your letter refers; but it is proper to state, that the alteration of price was made by the board, in consideration of the great rise of flour, and the peculiar hardship of Mr. Graham's situation, from the loss of so large a quantity of bread ready for delivery.

I am, very respectfully, sir, your obedient servant,

L. WARRINGTON.

AMOS KENDALL, Esq., *Fourth Auditor.*

H.

NORFOLK, December 2, 1828.

SIR: I beg leave to represent to you that, on the 7th of November, I received an indent for 52,500 pounds of bread for the United States frigate *Guerriere*, which, on the 14th ultimo, was ready for delivery, but, from the inclemency of the weather, was prevented from sending it to the yard. Unfortunately, on the night of the 19th ultimo, my two bake-houses were consumed by fire, with all the contents of one, and nearly the whole contents of the other, among which there were 828 barrels of navy bread, weighing 63,000 pounds, 52,500 pounds of which was prepared in compliance with the above requisition, a portion for the United States ship *Alert*, and the surplus ready to meet any other demands, none of which was insured.

Notwithstanding my serious losses, I am now making every exertion to comply with my contract, and am now baking as fast as I can in a hired bake-house, and will, if possible, have it ready for the *Guerriere* in time.

I hope that, in consideration of the above statement, and the loss which I shall necessarily sustain in the subsequent rise of flour, the Commissioners will, if they can, consistent with what is right, make some extra allowance, as I am now losing, on every barrel of flour I take, one dollar and fifty cents, independent of labor, fuel, &c.

I am, respectfully, &c.,

J. GRAHAM.

COM. JOHN RODGERS, &c., &c.

I.

NAVY COMMISSIONERS' OFFICE, December 6, 1828.

SIR: The Commissioners have received a letter from Mr. Graham, informing them of the loss of his bake-houses, and the destruction of 52,500 pounds of bread, which had been prepared for the *Guerriere*; they have decided to allow him, for this bread, the same terms as stated in their letter to you of the 14th ultimo, upon your receiving *satisfactory* evidence that the quantity had been prepared under the requisition, and that it was destroyed as stated.

You will make known to Mr. Graham this decision of the board.

I am, &c.,

JOHN RODGERS.

MILES KING, Esq., *Navy Agent, Norfolk, Va.*

K.

NAVY COMMISSIONERS' OFFICE, November 14, 1828.

SIR: In consequence of the rise in the price of flour since the offers to furnish navy bread for the year 1829 were made, the bakers, generally, have withdrawn their offers. We have made an agreement with a baker in Baltimore upon the following terms, viz:

Concluding the price of superfine flour to be six dollars per barrel, then the price of bread made of fine flour and the best middlings, in equal portions, to be $3\frac{1}{2}$ cents per pound, increasing the price 45 cents per hundred pounds for every dollar the price of flour may increase above \$6, and deducting 45 cents per hundred pounds for every dollar the price may fall below \$6.

You will propose these terms to Mr. Harris and Mr. Graham. If they both agree, then contract with each for half the supply; if but one agrees, then contract with him.

I am, &c.,

JOHN RODGERS.

MILES KING, Esq., *Navy Agent, Norfolk.*

L.

TREASURY DEPARTMENT, *Fourth Auditor's Office, October 23, 1829.*

SIR: Herewith I return to you vouchers numbered by me from 1 to 15, inclusive, forwarded by you for the purpose of obtaining credits in this office, with my remarks.

No. 1, with the accompanying account, &c., &c., bears date November 17, 1817. Why have not these accounts been presented at this office before? If they have, why were not they allowed? There is no approval to the account whatever, and the approval to the requisition is not deemed sufficient. The accounts must either be approved by the commanding officer, or certified to be just.

No. 2, dated December 13, 1817, has neither an approval nor a receipt of the naval storekeeper, or any other person in the public service, for the articles delivered. The certificate of the present naval storekeeper is deemed wholly insufficient to authorize its allowance, and, as in case of No. 1, its age is *prima facie* evidence against its correctness.

No. 3. Why has not this been heretofore presented and allowed? It is dated November 2, 1818. Why are the erasures and the freshness of interlineation? If James *Naduso* (or the man whose name is erased) signed "*John Nudauso*," as the receipt reads, John Nudauso never has signed himself. These points require explanation.

No. 4 is dated February 27, 1817. The account and the witness' name to the receipt appear to have been recently written. It is necessary to show why this voucher has not been presented and allowed before.

No. 5 is dated March 6, 1817, and receipted January 3, 1822. Why was it not paid in 1817, and why has it not since been presented and allowed?

No. 6, dated in 1819, is a duplicate. Where is the original? Why has it not heretofore been presented and allowed?

No. 7 is dated September 30, 1819. What necessity could there have existed for hiring a steamboat to carry dispatches to Washington, and why has not the account been presented before?

No. 8 is dated in 1819, and ought to have been presented long ago.

No. 9 is dated December 7, 1821. Some reason ought to be given why it has not been heretofore settled. The letter or requisition is for \$50 only, and the receipt for \$450; the requisition only is approved.

No. 10 is a power of attorney, authorizing William Loyall to receive money on account of Cary Selden, for the present year. It is dated March 7, 1825. The accompanying receipts, A and B, the one dated December 25, 1823, and the other October 25, 1829! The former is notoriously antedated, and the date of the latter has not yet arrived. It was probably *intended* to be October 25, 1823. Was the money claimed under these vouchers paid in 1823? Why then do not the receipts give the true date of payments? In any view the receipts are inadmissible under the power of attorney presented.

No. 11 has no approval, the name of the commanding officer being erased. If correct it should heretofore have been presented and settled. Why has it not been done?

No. 12, dated March 22, 1826, cannot be allowed at this office. Admitting that the government ought to pay for the transportation of its officers, there was not, so far as I know, any regulation authorizing the payment of their steamboat bills. If allowed at all it must be by the Secretary of the Navy.

No. 13 is dated April 6, 1826. Why has not this been settled with your quarterly accounts? Does the government pay for measuring the coal she pays for under contract?

Nos. 14 and 15. Upon the former there is no approval, and upon the latter no receipt. Each voucher must be perfect in itself. I am not authorized to consider one as a part of another.

In the general I have to remark that, when vouchers are withheld quarter after quarter, and year after year, by an officer whose duty it is to render his accounts quarterly, it is strong presumptive evidence of their incorrectness, and it becomes the duty of an accounting officer to be more than usually rigid in exacting evidences of their justice. The practice of antedating receipts, or any other papers, is one which I view with the utmost repugnance, and it will be a portion of my duty to see that all vouchers rendered to this office are *literally* true. They must not be framed upon any construction which it may be alleged gives a false date to a true account or receipt, but must represent all the facts just as they are.

It is my duty, also, to inquire of you, what disposition has been made of the condemned articles received by you for sale on the 4th May last, as per your receipt to the naval storekeeper?

Your early attention is requested to the subject of this letter, for it is desirable to close your account as soon as possible.

Very respectfully, your obedient servant,

AMOS KENDALL.

MILES KING, Esq., *late Navy Agent, Norfolk, Virginia.*

M.

NORFOLK, October 28, 1829.

SIR: I have duly received your letter of the 23d instant, with the papers mentioned therein. I had intended leaving this in the Baltimore boat to-morrow morning for Washington, but the several remarks in your letter make it necessary for me to remain a few days to procure certificates to show you that every account presented has been paid by me, and at the time mentioned in the receipts, except Mr. Loyall's; that was an error of his, not mine; the money was actually paid in 1823, as he has stated on the account. I shall be in Washington on Tuesday next, when I hope to give such explanations as to convince you that the accounts are strictly just, and should be allowed. The disposition of the condemned articles will also be explained to your satisfaction.

I am, sir, respectfully, your obedient servant,
AMOS KENDALL, Esq., *Fourth Auditor.*

MILES KING.

N.

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 14, 1829.*

SIR: On handing me a bundle of papers when I last saw you, I understood you to say that you had yet further claims to present for my consideration. I directed Mr. Magill not to take up your account again until they were received. I have now to request that you will forward me all the claims you have to present, that the settlement of your accounts may be brought to a speedy and final close. If I receive nothing further from you, I shall, in a few days, direct your account to be stated for report.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

MILES KING, Esq., *late Navy Agent, Norfolk, Virginia.*

O.

NORFOLK, November 21, 1829.

SIR: I have received your letter of the 14th instant, in reply to which, I take the liberty of saying that I have further claims against the Navy Department, which I am preparing to send in, and that I am making up a statement of my accounts, which I trust will be a very satisfactory one, and rendered as soon as possible.

I am, sir, very respectfully, your obedient servant,

MILES KING.

AMOS KENDALL, Esq., *Fourth Auditor, Washington.*

N. B.—The time required by law for me to settle my account has not yet expired, nor will it expire until the first of January next.

M. K.

P.

WASHINGTON, December 28, 1829.

SIR: The following explanations are offered in support of my vouchers, No. 1 to No. 15, as contained in your letter of the 23d of October last.

"No. 1, with the accompanying accounts, A and B, bearing date November 17, 1817. Why have not these accounts been presented at this office before? If they have, why were they not allowed? There is no approval to the accounts whatever, and the approval to the requisition is not deemed sufficient. The accounts must be approved by the commanding officer, or certified to be just." Reply: In regard to the first interrogatory, they stand on the same footing with many more; from some cause, perhaps a multiplicity of business, they have been neglected. Although they are defective in form, they are substantially perfect. The articles are in exact accordance with the requisition, and are receipted for by the naval storekeeper, (see extract from his book, made by the present storekeeper.) The articles were procured from Messrs. McIntosh & Saylor, were delivered at the naval store, the bills regularly paid and receipted. The whole circumstances, taken together, establish the validity of this voucher beyond the possibility of a doubt.

"No. 2, dated 13th December, 1817, has neither approval nor receipt of the naval storekeeper, or any other person in the public service, for the articles as delivered. The certificate of the present naval storekeeper is deemed wholly insufficient to authorize its allowance, and, as in case of No. 1, its age is *prima facie* evidence against its correctness." Reply: The account and receipt are perfect in every respect; Robert E. Steed, who, for respectability, yields to no man, acknowledges to have received the money; the naval storekeeper has entered the articles on his book; the book has been examined by Captain E. P. Kennedy, of the navy, whose certificate is attached to the account, and is referred to. It is not perceived that its age carries with it such evidence as above quoted; for, if the account was mislaid or neglected one year, such neglect might extend to any number of years. R. E. Steed is still alive, and Thomas Dalton's books are at hand, both of which, taken in connection, establish this account on an immovable basis.

"No. 3. Why has not this been heretofore presented and allowed? It is dated November 2, 1818.

Why the erasure and the freshness of the interlineation, if James Nardaux (or the man whose name is erased) signed for John Nardaux, as the receipt once read. Jno. Nardoux has never signed himself. These points require explanation." Reply: Why it has not been presented cannot be so satisfactorily explained, as that it is a good and substantial voucher for three or four dollars or as many thousands. The approval of Captain J. D. Henley justifies its payment; the erasure is not the business of the agent; the money was paid to Nardoux, and Nardoux has acknowledged it by his receipt. The freshness of the *additional* part of the receipt was written by a clerk, to make it more formal.

"No. 4 is dated February 27, 1819. The account and the witness' name to the receipt appear to have been recently written. It is necessary to explain why this voucher has not been presented and allowed before." Reply: This voucher is an order from Captain J. D. Henley, and the receipt, inside, is the correct and proper one. Nothing can be added to this voucher which could improve it.

"No. 5, dated March 6, 1819, and receipted January 3, 1822. Why was it not paid in 1819, and why has it not since been presented and allowed?" Reply: Its remaining unpaid so long can be explained by the person who thus neglected his own business. The receipt of the commanding officer establishes the validity of the bill, and the receipt of J. A. Barron, (an old and respectable citizen of Norfolk,) establishes another fact, i. e. its payment, and constitutes this an unexceptionable voucher.

"No. 6, dated in 1819, is a duplicate; where is the original? Why has it not been presented and allowed?" Reply: This is marked duplicate, but in the absence of the other is the original; it being in all respects the same, must be equally good. It was presented, and for some cause equally unknown to the agent and the then Auditor, that part of it embracing *pickles* was suspended "for want of a voucher." The objection was one of so captious and frivolous a nature that the account was laid by with disgust, and has since been neglected. The account is perfect in every respect, and is a good and sufficient voucher for its amount; its "age" to the contrary notwithstanding.

"No. 7, dated September, 1819. What necessity could there have existed for hiring a steamboat to carry dispatches to Washington, and why has not the account been presented heretofore?" Reply: Of the "necessity" the agent was not to judge; he acted in obedience to the order of Commodore Sinclair. The account has not only been presented, but absolutely passed, by order of the then Secretary of the Navy! To this fact, Mr. Cassin, if alive, could and would give ample testimony; why it was *not* placed to my credit is beyond my *ken*.

"No. 8 is dated 1819, and ought to have been presented long ago." Reply: Admitted in its full force, but "better late than never."

"No. 9 is dated December 7, 1821. Some reason must be given why it has not been heretofore settled. The letter or requisition is for \$50 only, and the receipt for \$450. The requisition only is approved." Reply: This voucher is for \$451, is in regular and proper form; like many of its kindred, has been neglected. The approval of the requisition was all that was necessary, and *is* for \$451.

"No. 10 is a power of attorney, authorizing William Loyall to receive money, &c., on account of Carey Selden, for this present year: it is dated March, 1825. The accompanying receipts A and B are dated, the one December, 1823, and the other October, 1829; the former is notoriously antedated, and the date of the latter has not arrived. It was probably intended to be October, 1823. Was the money claimed under these vouchers paid in 1823? Then why was it not receipted for then? Was it paid in October, 1829, why then do not the receipts give the true date of the payments? In my view, the receipts are inadmissible under the power of attorney presented." Reply: The certificates endorsed on each of the bills A and B, are now referred to as a full and satisfactory explanation. That Mr. Loyall was the attorney for Carey Selden, ample testimony can be furnished in the Department; both parties are well known to the government.

"No. 11 has no approval, the name of the commanding officer being erased. If correct, it should have been heretofore presented and settled. Why has it not been done?" Reply: The commanding officer *did* approve this voucher, being satisfied of its validity; his subsequent act of running the pen through his signature, was because he thought it informal, and that different accounts should have been made out for the different vessels; the signature and approval of the account, so far as regards its *justness*, is as good as if this act of erasure has never been committed. That it ought to have been heretofore presented, is not denied, but if it was a just claim in 1825, it cannot be less so in 1829.

"No. 12, dated March, 1826, cannot be admitted at this office; admitting that government ought to pay for the transportation of its officers, there was not, so far as I know, any regulation authorizing the payment of their steamboat bills; if allowed at all, it must be by the Secretary of the Navy." Reply: This officer was ordered to take command of the West India squadron, and took passage on board a vessel then in Hampton Roads, near Fortress Monroe, say about fifteen miles from Norfolk; himself and two men were, by law, entitled to mileage, and, in lieu of two, the expense would have been from seven to eight dollars.

"No. 13 is dated 1826. Why has it not been settled in your quarterly accounts? Does government pay for measuring the coal she receives under contract?" Reply: By law as well as custom, each contracting party mutually pays this expense. The inquiry is moreover deemed entirely useless, since the voucher has the sanction of the commanding officer.

"Nos. 14 and 15. Upon the former there is no approval, and upon the latter no receipt; each voucher must be perfect in itself." Reply: These vouchers, it is believed, have been perfected and transmitted. The one on this bill, No. 15, is in proper form, and is not susceptible of improvement.

M. KING.

Q.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 18, 1830.*

SIR: Among the vouchers recently presented to this office by Miles King, Esq., is a receipt of Edward S. Wadley for five hundred and eleven dollars and three cents, (\$511.03) dated December 22, 1818, for eleven tierces of rice for the United States frigate Congress, without any receipt of the naval storekeeper, or any other person, for the delivery of the article. Learning that you were purser of the Congress at that time, and not being able to trace this voucher in your accounts, I have to request that you will state

whether you have any knowledge or recollection of the delivery of this rice on board of that ship or elsewhere, for the use of the navy?

Very respectfully, your obedient servant,

AMOS KENDALL.

A. P. DARRAGH, Esq., *Purser U. S. Navy, Norfolk, Va.*

R.

NORFOLK, Virginia, January 23, 1830.

SIR: I have received your letter of the 18th instant. Immediately after the return of the frigate Congress from her cruise in the China seas, in 1821, I deposited all my accounts, as well for provisions as money, in the office of the Fourth Auditor of the Treasury, for settlement; among the former was a flat book, about eighteen inches long, and containing perhaps two quires, in which was entered in appropriate columns, all the provisions taken on board, with the time, place, and from whom received; and on the opposite side was an account, accompanied by the proper returns and vouchers, of their expenditure. For all these provisions, I receipted either to Mr. King, navy agent, or Mr. Dutton, who was then navy storekeeper, and entered them to their respective credits; but I have no knowledge of the persons from whom they were purchased.

We certainly took on board a large quantity of rice—I presume about as much as is charged in Mr. Waddey's bill, which would supply the ship for about six months.

I have examined the abstract book, and accounts of Mr. King from October, 1818, to June, 1819, which embrace all the time the Congress was here in commission, and believe that two tierces of rice, 1,221 pounds, furnished October 3, 1818, is the whole quantity charged in them either to the Congress or navy yard. The account of Mr. Waddy is not charged. If, on examination of my book, it is found that the quantity there stated agrees with his account, there can be no doubt of its being the parcel taken on board, as there is no other charged to the government; perhaps my receipt to the navy storekeeper may be found among his papers in the Navy Commissioners' office.

I am, respectfully, sir, your obedient servant,

A. P. DARRAGH.

AMOS KENDALL, Esq., *Fourth Auditor of the Treasury, Washington.*

S.

WASHINGTON, February 12, 1830.

On my arrival at this place in December last, I addressed to you a note requesting an examination of my vouchers which had been transmitted to you in October and November; if the examination has been gone into, I wish to know the result, and have such vouchers as may have been suspended and rejected returned to me.

Your last statement of my account, say on the 24th September, 1829, exhibits a balance against me of \$16,798.75, after crediting me with \$7,406.62 of vouchers since received, by which it appears that none of the sums suspended, in the 1st and 2d quarters of 1829, have been passed to my credit; the sums alluded to are \$585 and \$2,839.55; the amount for bread which you returned to me constitutes a part of the latter sum.

In each of the reconciling statements for the 1st and 2d quarters of 1829, the sum of \$5,842.16 is charged, which I cannot consider correct unless that sum appears on both my returns, and I do not perceive that such is the fact.

Respectfully, your obedient servant,

MILES KING.

AMOS KENDALL, Esq.

T.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 15, 1830.*

SIR: Your note of the 12th instant is before me. You will recollect that subsequent to the date of yours of December last, to which you allude, you called on me in my office, and had a conversation in relation to your accounts. I first declined taking them up, unless you would first present all the claims you intended to set up against the government; but finally consented to entering into an examination on your assenting to my making a report on your account. Your papers were accordingly taken up, and a short time afterwards, I understood you had returned to Norfolk, since which I have heard nothing from you until the date of your last note.

We proceeded with the examination, and reported your account to the Second Comptroller, and after revision by him, it was returned to this office on the 6th instant. As the account now stands, there is a balance against you of \$3,835.20. A reconciling statement is preparing and will be sent to you as soon as completed.

As the causes for the rejection of many of your claims can be shown only by the papers themselves presented as vouchers, I am directed by the Secretary of the Navy to retain those rejected by him, and for the same reason I shall also retain those which have been rejected in this office. If you desire it, copies will be furnished you; and should you prosecute your claims in any other office, or before any other tribunal, the originals will be produced at your request. It is not intended to affect, by their detention, any right which you think you possess, but simply to afford means of explaining the decisions of the Department.

Very respectfully, your obedient servant,

AMOS KENDALL.

MILES KING, Esq. *Present.*

U.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 15, 1830.*

SIR: Accompanying this you have a reconciliation of your account, as reported to and revised by the Second Comptroller, in which there was passed to your credit the sum of \$586, alluded to in your letter of the 12th instant, and of the amount \$3,929.55 there was \$1,400 passed to your credit, \$1,200 for office expenses and clerk hire, and \$200 for the premium paid J. Roberts, cashier, for Spanish dollars; the balance \$1,439.55, paid to T. Graham, remains suspended.

If you desire a detailed statement of the reasons why any of your claims have been rejected in this office, it will be given.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

MILES KING, Esq., *late Navy Agent, Norfolk, Virginia.*

V.

Reconciliation of the account of Miles King, late navy agent, Norfolk, Virginia.

To balance due United States, per last report, No. 260, September 26th, 1829.....	\$16,798 75
To which add this sum debited to agent in this settlement, for an erroneous credit heretofore given to him by Bev. Kennon, in the settlement of his account for recruiting, instead of Nash Legrand, navy agent	1,000 00
Also, this sum for an erroneous credit given by W. P. Zantzing, purser, in his account, No. 6,078, for an allotment of Andrew Peal, sr., not paid by agent.....	30 00
Also, the sum debited to agent in this settlement under provisions for an amount of sales at auction, deposited to agent's credit, as per cashier's certificate herewith	85 39
	<u>\$17,914 14</u>
By this sum credited to the agent in this settlement	14,078 94
Balance due United States, as per office statement herewith	<u>\$3,835 20</u>

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 15, 1830.*

W, No. 1.

TREASURY DEPARTMENT, *Fourth Auditor's Office, April 20, 1830.*

SIR: I return you the claim assigned to the Bank of the United States by Miles King, late navy agent at Norfolk. He has claimed a credit for this amount in his account with the government, and was informed, when last in the city, that it would be allowed on his presenting the proper vouchers to this office. As there is still a balance against him on the books of this office, he cannot be permitted to assign away any claim he may have against the government until that balance is adjusted.

Very respectfully, your obedient servant,

AMOS KENDALL.

RICHARD SMITH, Esq., *Cashier Off. Dep. U. S. Bank, Washington.*

W, No. 2.

OFFICE BANK UNITED STATES, *Norfolk, April 26, 1830.*

Richard Smith, Esq., cashier:

DEAR SIR: Yours of the 20th instant, with its enclosures, is received. Is not Mr. Kendall under a mistake as to Mr. King having charged the account of Scraunson for stone in his account against the government? Mr. King neither paid it nor charged it, except \$61 freight, which was paid by him but not charged; and the only reason for getting Mr. King's assignment on the account was, because the receipt stated the money to have been paid by him, which has been explained through Mr. Tazewell to the President, and to the Secretary of the Navy. The bank paid the \$439, as stated in my certificate, without any check, or any other voucher than the accounts themselves, on the 8th of August last, and the object of sending the accounts by Mr. King to Washington was to ascertain when and where the bank was to obtain repayment. Mr. King did not wish to introduce them in his account, nor to receive the amount, and having been told by the President and the Secretary of the Navy both, that they would be paid without any further delay, I then sent them to you for collection.

Please make this explanation to Mr. Kendall, and let me know by return of mail if he will pay you the accounts, say \$439, if I return them to you for that purpose. Mr. King having paid the \$61, he will then charge that amount for freight in his account against the government.

I am, sir, very respectfully, your obedient servant,

JOSEPH L. ROBERTS, *Cashier.*

On the accounts of Coote, which I sent you a few days ago, against the Quartermaster's department, I had advanced for Mr. Coote's accommodation \$600; the money is not to be paid except to my order.

J. L. R., *Cr.*

No. 1.

Navy Department,

To Ichabod L. Scranson, *Dr.*

1829.
August 8. For 2,000 feet stone coping, 25 cents per foot \$500 00

NORFOLK, August 8, 1829.
Received of Miles King, navy agent, five hundred dollars in payment the above bill. \$500.
ICHABOD L. SCRANSON.

Pay the within five hundred dollars to Joseph L. Roberts, cashier, or his order. M. KING.

Pay the within to Richard Smith, Esq., cashier, or order.

JOSEPH L. ROBERTS, *Cashier.*

Four hundred and thirty-nine dollars are due for the within bill, which amount shall be paid as soon as money is received from Washington.

MILES KING.

\$439 00
61 00 freight having been previously paid.

\$500 00

M. KING.

No. 2.

Navy Department,

To Ichabod L. Scranson, *Dr.*

1829.
August 8. For 2,000 feet stone coping, at 25 cents per foot..... \$500 00

NORFOLK, August 8, 1829.
Received at the United States Bank five hundred dollars in payment of the above bill. \$500.
ICHABOD L. SCRANSON.

Four hundred and thirty-nine dollars are due for the within bill, which amount shall be paid as soon as money is received from Washington.

MILES KING.

\$439 00
61 00 freight having been previously paid.

\$500 00

Pay the within five hundred dollars to Joseph L. Roberts, cashier, or order.

M. KING.

Pay to the order of Richard Smith, Esq., cashier.

JOSEPH L. ROBERTS, *Cashier.*

No. 3.

GOSPORT, August 8, 1829.

Received of Mr. Ichabod L. Scranson, at the United States Navy yard, Gosport, two thousand feet of coping stone, agreeably to your instructions.

JEFFRIS WILKINSON, *Master Inspector.*

To MILES KING, Esq., *Navy Agent.*

J. Wilkinson was ordered to inspect the stone by Commodore Barron.

MILES KING.

No. 4.

Miles King, navy agent,

To L. Kellum, *Dr.*

1829.
July 23. For freight of stone, per bill of lading..... \$61 00
Received payment.

LEWIS KELLUM.

Cost of stone.....	\$500 00
Freight paid by Miles King, Esq.....	61 00
Due.....	<u>\$439 00</u>

No. 5.

In explanation of the transaction alluded to by the honorable Secretary of the Navy in his letter to the President, I do hereby certify that Mr. Ichabod L. Scranson shipped two thousand feet of stone from Madisen, Connecticut, requesting the navy agent to pay the freight (amounting to sixty-one dollars) and retain the balance (say \$439) until his arrival in Norfolk; which was done, as will appear by the receipt of the captain, herewith. The balance (\$439) was afterwards paid to Mr. Scranson by the cashier of the Bank of the United States, and one of the bills deposited with him upon the promise of the agent that the amount would be refunded as soon as money was received from Washington.

J. MURDEN.

JANUARY 22, 1830.

No. 6.

OFFICE BANK UNITED STATES, *Norfolk, January 20, 1830.*

I do hereby certify that on the 8th of August, 1829, I paid to Ichabod Scranson four hundred and thirty-nine dollars, as per account for stone delivered at the Navy yard, Gosport, (when the late navy agent had no money so to do) in faith of the memorandum on said account by the late navy agent that the amount would be refunded as soon as the money should be received from Washington, in answer to a requisition previously made by him for the amount of the stone, including freight, say five hundred dollars, the sixty-one dollars freight having been previously paid by the late navy agent; and this four hundred and thirty-nine dollars for the stone was so paid by me to Ichabod Scranson, rather than that he should be detained here perhaps many days, at expenses, several hundred miles from home, waiting for the money to be received from Washington, after he had delivered the stone conformably to contract.

JOSEPH L. ROBERTS, *Cashier.*

The original and duplicate of the account, as above stated, were left with me, and have since been handed to Mr. King, to be exhibited at Washington, for settlement.

J. L. R., *Cashier.*

X.

OFFICE BANK UNITED STATES, *Norfolk, April 28, 1830.*

DEAR SIR: When I wrote you, a day or two ago, I remarked that the transaction connected with the stone vouchers had been explained, through Mr. Tazewell, to the President and the Secretary of the Navy. I find, by a subsequent conversation with Mr. King, that I misunderstood him. It was not with the Secretary of the Navy, but with the President and Fourth Auditor; and the President addressed a note to Mr. Tazewell, saying there would be no difficulty about the settlement of that account.

I enclose—

John Kennedy on Richard Smith, Treasurer..... \$181 43

I am, sir, very respectfully, your obedient servant,

JOS. L. ROBERTS, *Cashier.*RICHARD SMITH, Esq., *Cashier.*

Yours of the 24th instant is received. You have credit for your check on the Bank of the United States, \$15,000.

I am, &c.,

J. L. ROBERTS, *Cashier.*

Y.

TREASURY DEPARTMENT, *Fourth Auditor's Office, April 29, 1830.*

SIR: In reply to the letters of the cashier of the Norfolk Branch Bank, by you referred to me, I have to remark—

That the amount of \$61, confessedly paid by Mr. King, being included in the \$500 assigned by him to the bank, rendered it unnecessary, in my view, to consider any other point, when his right to assign away his claims against the Navy Department, whilst there was a balance due from him to the government, particularly as the taking the assignment was a tacit acknowledgment, on the part of the bank, that the right to the claim on the government was in Mr. King.

No part of this claim was presented to this office by Mr. King for settlement, but it was submitted to the President, in his appeal from the decisions of the Treasury and Navy Departments. I have before me a long argument of Mr. Tazewell, enforcing Mr. King's right to a credit for the whole \$500. Although, so far as it rests on the rejection of the claim by the accounting officer, it is based upon misinformation,

that error does not affect the question of right. Mr. King's right to a credit is the same, whether the claim has been rejected or not. It was *his* right which Mr. Tazewell labored to enforce—it was *his* right which the President conceded. I told him that he had a right to a credit, and would receive it upon presenting his vouchers. Instead of presenting them, he went home and assigned them to the bank. The bank paid the money upon the faith of Mr. King, not on the government; to him she looked for reimbursement. The confidence in him supposed he had no public money in his hands, and would soon receive a remittance. In this they were mistaken. He was still debtor to the government, and ought to have paid this account; the government expected it of him, and cannot make itself responsible if he persuaded a third party unwittingly to advance the money for him. Nor do I perceive any difference whether the amount was paid upon a check or upon the account. The inducement and the reliance were the same.

On the whole, I do not perceive anything in the case, as now presented, which could change the view taken of Mr. King's right to a credit by Mr. Tazewell, the president, and myself. That right cannot assign away so long as there is a balance on the books of this office. The bank having paid the money on account of Mr. King, must look to him for reimbursement. When the government withheld funds from their agent, the bank ought to have presumed that there was good reason for it, and guarded her own interest by not suffering him to overdraw, or not paying claims upon his representatives. If she suffers, it is in her own wrong. The government wishes her to be rigid with its agents, as a means of securing accuracy and punctuality in all which relates to its accounts.

The letters of Mr. Roberts are herewith returned.

Very respectfully, your obedient servant.

AMOS KENDALL.

RICHARD SMITH, Esq., *Cashier U. S. Branch Bank, Washington.*

1.

Navy Department, for United States schooner Hornet,

To Joseph Granier,

Dr.

1819.		
January 10.	To twenty blue cloth suits, at \$7.....	\$140 00
	To fifty pair duck trowsers, at \$1.25.....	52 50
	To fifty duck frocks, at \$1.50.....	75 00
	To twenty-four pair woolen stockings, at 37½ cents.....	9 00
	To twenty red flannel shirts, at \$1.62½.....	32 50
	To twenty pair long flannel drawers, at \$1.37½.....	27 50
	To ten three and one-half point blankets, at \$2.25.....	22 50
	To thirty red cloth vests, at \$2.25.....	67 50
	To fifty pair shoes, at \$1.37½.....	68 75
		<u>\$505 25</u>

Approved: JOHN CASSIN.

NORFOLK, *April 17, 1819.*

Received of Miles King, Esq., navy agent at Norfolk, the sum of five hundred and five dollars and twenty-five cents, in payment of the above account.

JOSEPH GRANIER.

NOTE.—Credited to Mr. King, in the fourth quarter of 1819.

2.

Navy Department,

To Elizabeth Keepers,

Dr.

For allotment from Joseph Keepers, a seaman in the United States service, for six months, commencing in December, 1822, and ending in May, 1823, at \$9.....	\$54 00
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NORFOLK, *April 16, 1823.*

Received from Miles King, Esq., navy agent at Norfolk, the sum of fifty-four dollars, in full of the above account.

ELIZAETH ^{her}
+ KEEPERS.
mark.

Test: JOHN THOMAS CORRAN.

NOTE.—Credited to Mr. King, in Gardner Thomas' account, in March, 1823.

3.

Navy Department, for hospital stores for United States frigate Constellation,

To Robert E. Steed,

Dr.

For fifty gallons Cognac brandy, at \$3.....	\$150 00
For four demijohns, at \$1.25.....	5 00

For one hundred and eighteen gallons L. P. Teneriffe wine, at \$2.....	\$236 00
For twenty dozen port wine, at \$10	200 00
For eighteen dozen London porter, at \$4.....	72 00
For five hundred lbs. brown sugar, at 15½ cents.....	77 50
For fifty lbs. loaf sugar, at 25 cents.....	15 00
For one hundred and forty lbs. chocolate, at 28 cents.....	39 20
For sixty-seven lbs. Hyson tea, at \$1.30.....	87 10
For one hundred and sixty lbs. barley, at 10 cents.....	16 00
For fifty-seven lbs. oatmeal, at 12½ cents.....	7 12
For six hundred lbs. corn meal, at 2 cents.....	12 00
For one hundred and twenty lbs. rice, at 5 cents.....	6 00
For five boxes raisins, at \$5.....	25 00
For sixty-four gallons molasses, at 55 cents.....	35 20
For two bbls. for molasses, at 50 cents.....	1 00
For one box mustard, containing 3 dozen, at \$2.25.....	6 75
For fifty-five gallons lime juice, at \$1.50.....	82 50
For two hundred and forty lbs. of soap, at 11 cents.....	26 40
For fifty lbs. of potash, at 12½ cents, keg for soap, at \$1.25.....	7 50
For thirty-nine and one-half lbs. sperm candles, at 49 cents.....	19 36
For thirty dozen eggs, at 1s.....	5 00
Box and salt for packing eggs.....	62
	\$1,132 25

NORFOLK, August 14, 1819.
Approved: JOHN CASSIN.

NORFOLK, April 17, 1820.

Received of Miles King, navy agent, eleven hundred and thirty-two dollars and twenty-five cents,
in payment of the above account.

ROBERT E. STEED.

In the quarter's return, ending the 31st December, 1819, abstract C, No. 27, \$500 of the within account was charged in the agent's account, but the voucher was not furnished. This account is now sent as a proper voucher for that sum, and the balance, say \$632.25, is now charged to the Department in the present quarter's returns.

June 30, 1820: Of this account, \$500 have been suspended, and is short credited, as appears by the above note in *red ink*.

NOTE.—The whole account was credited to Mr. King, in the 2d quarter of 1820.

4.

Navy Department,

To N. P. Tatem,
Dr.

For timber to build a shed over the seventy-four gun ship at Gosport, under contract with John Rodgers, Esq., president of the Board of Commissioners, dated August, 1821.

1822.

January 9th. Thirty-seven pieces, 55 feet 10 inches long, 18 by 18 inches, measuring 37,185 inches, at 2½ cents per inch..... \$1,291 14

Seventeen pieces, 56 ft., 12 by 6 in., measuring..... 616 feet, at 1s. per foot.

Fourteen pieces, 20 ft., 12 by 6 in., measuring..... 440 feet, at 1s. per foot.

Twenty-seven pieces, 23 ft., 12 by 6 in., measuring... 310 feet 6 inches.

Thirty pieces, 29 feet, 12 by 6 inches, measuring 435 feet.

Twenty-five pieces, 39 ft., 12 by 6 in., measuring..... 487 feet 6 inches.

Twenty pieces, 15 ft., 12 by 6 in., measuring 150 feet 8 inches.

Seven pieces, 3 ft., 12 by 6 in., measuring..... 28 feet.

Twenty-four pieces, 6 ft., 12 by 17 in., measuring 204 feet.

Four pieces, 50 ft., 12 by 12 in., measuring 200 feet.

Six pieces, 6 ft., 6 by 6 in., measuring 9 feet.

Nine pieces, 19 ft., 12 by 6 in., measuring 85 feet 6 inches.

— 2,966 feet 494 33

\$1,785 47

Approved: L. WARRINGTON.

NORFOLK, January 12, 1822.

Received from Miles King, Esq., navy agent at Norfolk, the sum of seventeen hundred and eighty-five dollars and forty-seven cents, in full of the above account.

\$1,785.47.

N. P. TATEM.

NOTE.—The whole amount of this account was credited to Mr. King, in the first quarter of 1822.

5

Navy Department of the United States,

To James River Steamboat Company,

Dr.

1819.

September 30th. To hire of steamboat Richmond, to carry dispatches to city of Washington... \$300 00

Received the amount in full of Miles King, Esq., navy agent, say three hundred dollars.

W. H. THOMPSON, *Agent J. R. Steamboat Company.*NORFOLK, *October 1, 1829.*

Approved: A. SINCLAIR.

NOTE.—The whole amount of the above account (\$300) was passed to Mr. King's credit in the settlement of his account for his expenditures for the year 1820, reported June, 1821.

6.

The United States Ship Constellation,

To Thomas B. Seymour,

Dr.

1819.

October 19. To three cords firewood, sawing, splitting, and draying, \$7..... \$21 00NORFOLK, *December 31, 1819.*

Received from Miles King, Esq., navy agent, the sum of twenty-one dollars, in payment of the above account.

\$21.

THOMAS B. SEYMOUR.

Approved: A. SINCLAIR.

7.

Navy Department,

To C. Colley,

Dr.

1818.

July 9. For water furnished United States Schooner Asp..... \$3 75

Approved: A. SINCLAIR.

JULY 9, 1818.

Received of Mr. Miles King, three dollars and seventy-five cents, for water for the United States Schooner Asp.

C. COLLEY.

8.

Miles King, Esq., U. S. navy agent,

Bought of John C. Niemeyer.

1818.

November 18. One bugle horn for the United States frigate Congress..... \$20 00

Received payment.

JOHN C. NIEMEYER.

Approved: A. SINCLAIR.

9.

The following vouchers, to 18, inclusive, have the evidence produced to sustain them placed beneath.

Navy Department, for Naval hospital,

To Richard & John Taylor,

Dr.

1817.

October 23. To twenty-four point blankets, at \$2.25..... \$54 00NORFOLK, *October 25, 1817.*

Received from Miles King, Esq., navy agent, at Norfolk, the sum of fifty-four dollars, in full of the above account.

Mr. Miles King,
 Bought of Richard & John Taylor,
 Twenty-four point blankets, at \$2.25 \$54 00
 Received payment.
 RICHARD TAYLOR.
 NORFOLK, October 25, 1817.

10.

Miles King, Esq., navy agent,
 To John R. Harwood, Dr.
 1825.
 November 29. 5,008 pounds lignum-vitæ, delivered at navy yard.
 December 19. 4,604 pounds lignum-vitæ, weighed in my store.
 9,612
 Deduct 654 pounds, being the weight of fourteen sticks rejected.
 8,958 pounds, or 3 tons, 19 cwt., 3 qrs., 26 lbs., at \$25 per ton. \$100 00
 Approved:
 NORFOLK, —.
 Received from Miles King, Esq., navy agent, at Norfolk, the sum of one hundred dollars, in full of the within account.

JNO. R. HARWOOD.

NORFOLK, January 4, 1826.

At the request of Mr. Jno. R. Harwood, we, the undersigned, have examined a lot of lignum-vitæ, now in the said Harwood's warehouse: there appear to be seven sticks of the said wood defective, and seven other sticks less than four inches in diameter. We are of opinion, however, that taking the whole parcel together, represented to be 4,604 pounds, it is a merchantable lot of lignum-vitæ.

Given under our hands.

JOHN J. CAMPBELL.

From Mr. Fisk's relation of the circumstances of the transaction between Mr. Harwood and Mr. King, relative to the lignum-vitæ, we think Mr. King ought to pay for the lot, as above, after throwing out the seven pieces defective, and the seven pieces less than four inches in diameter.

ALEXANDER WILSON.
A. MACLURE.

NORFOLK, December 17, 1829.

The 8,958 lbs. lignum-vitæ, purchased by Miles King, Esq., navy agent, of Jno. Harwood, as per the latter's account, I believe to have been purchased by Mr. King for the Navy yard at Gosport, and that it was delivered at that place; 5,008 lbs. are entered on Mr. Harwood's books as having been delivered at the navy yard on the 29th November, 1825; and on the 19th December, 1825, 4,604 lbs. are charged on Mr. Harwood's books as having been weighed in his store, where, I recollect, it remained some time after that date, but was delivered, I distinctly remember, to Mr. King, or his order, for the yard, as I then thought and still believe, say several months afterwards.

D. G. FISK, Clerk for J. R. Harwood at the time of the transactions referred to above, and for several years afterwards.

11.

Navy Department,
 To John Armistead, Dr.
 For forty-six lbs. tallow, at 20 cts. \$9 20
 Received of Miles King, navy agent, at Norfolk, the sum of nine dollars and twenty cents, as payment of the above account.
 JOHN B. ARMISTEAD.

Mr. Miles King, navy agent,
 Bought of John B. Armistead.
 Forty-six pounds tallow, at 20 cts. \$9 20
 One bag to be returned.
 HAMPTON, October 18, 1820.

12.

United States Navy Department, for Craney Island, when the sick were there,
To Robert Soultter,

Dr.

1823.

August 15. To one cask of lime..... \$2 12

NORFOLK, August 15, 1823.

Received from Miles King, Esq., navy agent, at Norfolk, the sum of two dollars and twelve cents, in full of the above account.

ROBERT SOULTTER.

13.

Navy Department, for navy yard,

To Robert Soultter,

Dr.

1823.

August 7. For one cask of lime..... \$2 12

NORFOLK, August 17, 1824.

Received from Miles King, Esq., navy agent, at Norfolk, the sum of two dollars and twelve and a half cents, in full of the above account.

ROBERT SOULTTER.

CRANEY ISLAND, August 7, 1823.

Required for the medical department of the crew of the United States ship Decoy, now on Craney Island:

One cask of unslacked lime, one cord of wood, one dozen fowls, five gallons of vinegar, two gallons old Teneriffe wine, one gallon old French brandy, one bushel Indian meal, one pound of tea, ten pounds of brown sugar, one loaf white sugar, one pound of sago, one peck of fine salt.

JOHN COWDERY, Surgeon U. S. Navy.

MILES KING, Esq., Navy Agent.

Approved: A. SINCLAIR.

14.

Mr. King,

Bought of J. D. Reynolds.

12 boxes cheese, weighing 23lb. 3oz., 25lb., 30lb. 3oz., 22lb. 2oz., 42lb., 36lb. 2oz., 37lb. 1oz., 46lb., 16lb. 2oz., 38lb. 1oz., 26lb. 2oz., and 34lb.....	379 $\frac{3}{4}$ lbs. 21 $\frac{1}{2}$
	<u>401 $\frac{1}{4}$</u>
401 $\frac{1}{4}$ lbs., at 15 cents	\$60 18
One truss hay, 640 lbs., at \$1.....	6 40
	<u>\$66 58</u>

Received payment.

J. D. REYNOLDS.

NORFOLK, May 3, 1819.

Received the amount of the within, from Miles King, viz: sixty-six dollars and fifty-eight cents.

NAVY YARD, Gosport, May 3, 1819.

SIR: You will please furnish, for the United States ship John Adams, four hundred pounds of butter, four hundred pounds of cheese, three barrels of flour, one barrel of molasses, twelve barrels of pork, at store.

THOMAS DUTTON, Naval Storekeeper.

To MILES KING, Esq., Navy Agent, Norfolk.

Approved: JOHN CASSIN.

15.

Navy Department,

To Ursule Romain,

Dr.

1818.

August 28. For fifteen cots, at \$6.....\$90 00

NORFOLK, *August, 1818.*

Received from Miles King, Esq., navy agent at Norfolk, the sum of ninety dollars, in full of the above account.

NORFOLK, *August 28, 1818.*

Received of Mr. Miles King, the sum of ninety dollars, for making fifteen cots, at six dollars.
URSULE ROMAIN.

16.

NORFOLK, *April 9, 1822.*

Received from Miles King, Esq., one dollar. for two pounds white clover seed, furnished for the Navy yard, Gosport.

BALLS.

NAVY YARD, *Gosport, April 9, 1822.*

SIR: Please to furnish, for the purpose of preventing the south bank of the yard from washing away, per requisition approved by Lieutenant Charles W. Skinner, two pounds of white clover seed.

For THOMAS DUTTON, *Naval Storekeeper.*
NICH. D. TITTON, *Assistant.*

To MILES KING, Esq., *Navy Agent, Norfolk.*
Approved: CHAS. W. SKINNER.

17.

Navy Department,

To Thomas Barron, *Dr.*

1828.
October 13. To four sheepskins, at 4s. 6d.....\$3 00

OCTOBER 13, 1828.

Received from Miles King, Esq., navy agent at Norfolk, the sum of three dollars, in full of the above account.

NORFOLK, *October 13, 1828.*

Mr. Miles King,

To Thomas Barron, *Dr.*
Four sheepskins, at 4s. 6d.....\$3 00

Received payment. THOMAS BARRON.

18.

NORFOLK, *November 20, 1817.*

Miles King, Esq., navy agent,

Bought of George McIntosh.

One hundred and fifty yards white flannel, at 42 cents\$63 00
Six rim locks, with knobs, at \$1.50 9 00
\$72 00

Received payment.

GEORGE MCINTOSH.

NAVY YARD, *Gosport, November 20, 1817.*

SIR: You will please to furnish, for the United States frigate Congress, one hundred and fifty yards white flannel, eighty yards red flannel, six brass small knob locks.

THOMAS DUTTON, *Naval Storekeeper.*

To MILES KING, Esq., *Navy Agent, Norfolk.*
Approved: JOHN CASSIN.

19.

August 19, 1819.

Navy Department, for the ward room, frigate Constellation,		
	To Geo. White,	Dr.
Three dozen dinner plates, and three dozen soup plates.....		\$4 25
Eighteen dishes.....		14 00
		<u>\$18 25</u>

Received, Norfolk, 20th August, 1819, from Miles King, navy agent at Norfolk, the sum of eighteen dollars and twenty-five cents, in full of the above account.

Navy Department, for the ward room, frigate Constellation,		
	To G. White,	Dr.
Three dozen dinner plates, and three dozen soup plates.....		\$4 25
Eighteen dishes.....		14 00
		<u>\$18 25</u>

Received payment.

G. WHITE.

Received of Miles King, navy agent, the above amount, eighteen dollars and twenty-five cents.

20.

The first following are the vouchers executed in 1829; the second, the original bills, &c., to No. 44, inclusive.

Navy Department, for public stores,		
	To Maurice & Lee,	Dr.
1817.		
August 27. For ten barrels mess pork, at \$22 $\frac{3}{4}$		\$227 50

NORFOLK, Aug. 27, 1817.

Received from Miles King, navy agent, two hundred and twenty-seven dollars and fifty cents, in full payment of the above bill.
\$227.50

MAURICE & LEE.

Mr. M. King,		
	Bought at auction.	
1817.		
August 25. Five barrels pork, at \$22 $\frac{1}{2}$		\$112 50
Five do at \$23		115 00
		<u>227 50</u>
Powder.....		15 00
		<u>\$242 50</u>

MAURICE & LEE,
Per A. BRANDA.

Received payment.

21.

Navy Department, for the public stores,		
	To Shields & Reardon,	Dr.
1818.		
Oct'r 8. For nineteen barrels Irish pork, at \$24 $\frac{1}{4}$		\$460 75

NORFOLK, October, 1818.

Received from Miles King, navy agent, four hundred and sixty dollars and seventy-five cents, in full of the above bill.
\$460.75.

SHIELDS & REARDON.

Navy Department,		
	To Shields & Reardon,	Dr.
1818.		
Sept. 16. To nineteen barrels Irish pork, at \$24 $\frac{1}{4}$		\$460 75

Received payment.

SHIELDS & REARDON.

22.

Navy Department, for the ship Congress,

To R. & John Taylor,

Dr.

1817.
November 20. For eighty yards red flannel, at 42 cents..... \$33 60

Mr. M. King,

Bought of Richard and John Taylor.

Eighty yards red flannel, at 42 cents..... \$33 60

Norfolk, November 20, 1817, received payment.

RICHARD TAYLOR.

23.

Navy Department, for the public stores,

To R. E. Steed,

Dr.

1817.
December 13. To forty-five barrels mess beef..... \$690 00
To thirty-one barrels prime pork..... 814 72
\$1,504 72

NORFOLK, December 13, 1817.

Received from Miles King, navy agent, fifteen hundred and four dollars and seventy-two cents, in payment of the above account.

ROBERT E. STEED.

\$1,504.72.

Navy Department, for the yard stock,

1817.
December 4. For six bundles hay, 3,283 lbs., at 25 cents..... \$41 03

NORFOLK, December 13, 1817.

Received from Miles King, navy agent, forty-one dollars and three cents, in payment of the above bill.

ROBERT E. STEED.

Miles King, Esq.,

Bought of Robert E. Steed.

1817.
November 12. Two barrels prime pork, at \$24..... \$48 00
17. Fifteen boxes sperm candles, 502 lbs., at \$48..... 240 96
18. Three boxes sperm candles, 92 lbs., at \$48..... 44 16
20. One quarter cask Maderia wine, 33½ gallons, at \$5.25..... 175 87
21. Fourteen kegs butter, 697 lbs. net, at 23 cents..... 160 31
27. Three barrels pickled onions, at \$14..... 42 00
December 4. Six bundles hay, 3,283 lbs., at 7s. 6d..... 41 03
Forty-six barrels mess beef, at \$15..... 690 00
Thirty-two barrels prime pork, at \$25.46..... 814 72
\$2,257 05

NORFOLK, December 13, 1817.

24.

Navy Department, for gunboat No. 76,

To Joseph Savier,

Dr.

1818.
June 6. No. 19. For one set cabin curtains..... \$8 75

NORFOLK, June, 1818.

Received from Miles King, navy agent, eight dollars and seventy-five cents, in payment of the above bill.

\$8.75.

JOSEPH SAVIER.

United States Navy, for the hospital,		To J. Savier,	Dr.
1818.			
April 16.	One hundred and sixty yards calico, for thirty-one quilts, at 25 cents.....		\$40 00
	Thread and making, at 25 cents.....		7 75
Aug. 28.	Seventy-five yards linen, for twenty sheets, at 50 cents.....		37 50
	Thread and making, at 25 cents.....		5 00
	Twenty pillow cases, at 75 cents.....		15 00
	Fifty yards calico, for ten quilts, at 25 cents.....		12 50
	Thread and making, at 25 cents.....		2 50
	Ten mattresses, at \$5.....		50 00
	Ten pillows, at \$1.....		10 00
	United States gunboat, No. 76:		
	Twelve yards calico, for cabin curtains, at 62½ cents.....		7 50
	Making and rings, at 25 cents.....		1 25
	Six diaper table cloths, at \$2.....		12 00
			<u>\$201 00</u>
Received in full the above amount of two hundred and one dollars, by Miles King, Esq., navy agent.			
			JOSEPH SAVIER.
NORFOLK, January 19, 1819.			

25.

Navy Department, for the public stores,		To James Thorburn,	Dr.
1819.			
November 3. No. 10.	For 508 gallons whiskey, at 50 cents		<u>\$254 00</u>
NORFOLK, November, 1819.			
Received from Miles King, navy agent, two hundred and fifty-four dollars, in payment of the above bill.			
			\$254.
			JAMES THORBURN.

Navy Department,		To James Thorburn,	Dr.
1819.			
November 2.	To three hogsheds old whiskey, viz:		
	126 3		
	131 3		
	130 2		
1820.	397 8 is 379 gallons, at 50 cents		\$189 50
May 4.	To one hhd. whiskey, 132 1, 131 at 39 cts.		51 09
	To drayage and wharfage		20
	To one hhd. whiskey, 135 2, 133, at 39 cts.		51 87
	To drayage and wharfage		20
May 17.	To one hhd. whiskey, 128 2, 126, at 39 cts.....		49 14
	To drayage and wharfage		20
May 26.	To one hhd. whiskey, 133 3, 130, at 39 cts.....		50 70
June 3.	To one hhd. whiskey, 130 2, 128, at 39 cts.....		49 92
	To drayage and wharfage		20
			<u>\$443 02</u>
Errors excepted.			

JAMES THORBURN.

Received, Norfolk, December, 1820, from Miles King, Esq., navy agent, four hundred and forty-three dollars and two cents, in full of the above account, having signed duplicate receipts for the same.

\$443.02.

JAMES THORBURN.

26.

Navy Department, for Navy hospital,		To James Barry,	Dr.
1817.			
October 23.	For twelve mattresses, at \$3		<u>\$36 00</u>

Bought of James Berry.

1817.		
October 31.	Eleven pair drawers, at 9 shillings.....	\$16 50
	Sixteen waistcoats, at 12 shillings.....	32 00
	Five mattresses, at 18 shillings.....	15 00
	Five monkey jackets, at 30 shillings.....	25 00
	Nine mattresses, at 18 shillings.....	27 00
		<u>\$115 50</u>

Received payment.

JAMES BARRY.

27.

Navy Department, for the Marine hospital,

To Joseph Granier, Dr.

1817.		
December 5.	For twenty-four large cot blankets.....	\$42 00

NORFOLK, December, 1817.

Received from Miles King, navy agent, forty-two dollars, in payment of the above bill.

\$42.

JOSEPH GRANIER.

Miles King, navy agent, Norfolk,

To Joseph Granier, Dr.

For the ship Franklin:

1817.		
October 31.	To thirty-nine flannel shirts, at \$1.75	\$68 25
	To twelve pair long drawers, at \$1.50	18 00
	To three pair short drawers, at \$1.25	3 75
	To forty-two pea jackets, at \$5.50.....	231 00
	To twenty mattresses, at \$3.00	60 00
		<u>\$381 00</u>

For the frigate Congress:

November 24.	To two hundred duck frocks, at \$1.50	\$300 00
	To two hundred duck trousers, at \$1.25.....	250 00
		550 00
	To four hundred flannel shirts, at \$1.50.....	\$600 00
	To sixteen mattresses, at \$3.00	48 00
	To eighty twilled blankets, at \$1.75	140 00
		<u>\$788 00</u>
	Discount on \$788, at 5 per cent	39 40
		748 60

For the Marine hospital, Gosport:

December 5.	To twenty-four large cot blankets, at \$1.75	\$42 00
	Discount on \$42, at 5 per cent	2 10
		<u>39 90</u>
		<u>\$1,719 50</u>

Received payment.

JOSEPH GRANIER.

28.

Navy Department, for the Congress,

To M. Magagnos, Dr.

1818.		
November 25.	For eight hair mattresses, at \$10	\$80 00
	For twenty sheets.....	48 75
	For eight pillows, at \$1.50	12 00
	For sixteen pillow cases	8 00
		<u>\$148 75</u>

NORFOLK, November, 1818.

Received from Miles King, navy agent, one hundred and forty-eight dollars and seventy-five cents, in full of the above bill.

JOS. MAGAGNOS, Agent for Mrs. Magagnos.

Mr. King, navy agent,		To Madam Magagnos,	Dr.
1818.			
May 10.	To one table cloth.....		\$3 00
	To six towels.....		3 00
	Marking towels.....		75
	To three moss mattresses, at \$5.....		15 00
	To eight bed covers, (hospital) at \$1.50.....		12 00
	To three pillows, at \$1.....		3 00
	To two hundred suits Russia sheeting, for frigate Congress, at \$1.75.....		550 00
	To eight mattresses for hospital, at \$10.....		80 00
	To seventy yards Russia sheeting, at 62½ cents.....		43 75
	To making ten pairs of sheets, at 50 cents.....		5 00
	To eight feather pillows, at \$1.50.....		12 00
	To sixteen pillow cases, at 50 cents.....		8 00
	To one hundred and seventy-five hair mattresses, at \$6.50.....		1,137 00
			<u>\$1,873 00</u>
	Twenty pea jackets.		
	NORFOLK, January, 1819.		

29.

Navy Department, for Naval hospital,		To M. Magagnos,	Dr.
1817.			
October 23.	For twenty-four pillow cases, at 62½.....		\$15 00
	For twelve pairs of sheets, (24) at \$5.00.....		60 00
			<u>\$75 00</u>

NORFOLK, October, 1817.

Received from Miles King, navy agent, seventy-five dollars, in payment of the above bill.
 \$75. JOSEPH MAGAGNOS, Agent for Mrs. Magagnos.

Mr. Miles King, navy agent,		To Mrs. Magagnos,	Dr.
	For the United States ship Hornet:		
	Twenty-one mattresses for the Peacock, at \$6.50.....		\$133 50
	For the hospital:		
	Twelve pairs of sheets, at \$5.00.....		60 00
	Twenty-four pillow cases, at 62½.....		15 00
			<u>\$208 50</u>

30.

Navy Department, for the schooner Hornet,		To M. Magagnos,	Dr.
1819.			
January 19.	For ten mattresses, at \$3.00.....		\$30 00
	For fourteen blankets, at \$3.00.....		42 00
			<u>\$72 00</u>

NORFOLK, January, 1819.

Received from Miles King, navy agent, seventy-two dollars, in payment of the above bill.
 JOSEPH MAGAGNOS, Agent for Mrs. Magagnos.

Required for the use of the United States schooner Hornet:
 Ten mattresses, at Mrs. Magagnos'.
 Ten blankets.

Your obedient servant,
 JANUARY 19, 1819.

MILES KING, Esq., United States Navy Agent, Norfolk.

Approved: JOHN CASSIN.

SAM'L ROBERTSON, Purser.

31.

Navy Department, for the schooner Dispatch,		To M. Magagnos,	Dr.
1818.			
May 14. No. 52.	For one table cloth.....		\$3 00
	For six towels.....		3 75
			<u>\$6 75</u>

NORFOLK, May, 1818.

Received from Miles King, navy agent, six dollars and seventy-five cents, in payment of the above account.

\$6.75.

JOSEPH MAGAGNOS, *Agent for Mrs. Magagnos.*

32.

Navy Department, for the ship Congress,		To M. Magagnos,	Dr.
1819.			
March 12. No. 9.	For twenty-four towels, at 62½ cents.....		\$15 00

NORFOLK, March, 1819.

Received from Miles King, navy agent, fifteen dollars, in full of the above bill.

\$15.

JOSEPH MAGAGNOS, *Agent for Mrs. Magagnos.*

33.

Navy Department, for Naval hospital,		To M. Magagnos,	Dr.
1819.			
March 30. No. 56.	For twenty-four hair mattresses, 24½ lbs., at 62½ cents each		\$367 50
April 13. No. 16.	For twenty-four pillows, at \$2		48 00
			<u>\$415 50</u>

NORFOLK, April, 1819.

Received from Miles King, navy agent, four hundred and fifteen dollars and fifty cents, in full of the above bill.

JOS. MAGAGNOS, *Agent for Mrs. Magagnos.*

Mr. M. King, navy agent,		To Mrs. Magagnos,	Dr.
MAY 10, 1818.			
For Captain Cunningham:			
	One table cloth.....		\$3 00
	Six towels, at \$0.50.....		3 00
	To making table cloth and towels, No. 3.....		75
For the hospital:			
	Three mattresses, at \$5.00		15 00
	Three pillows, at \$1.00		3 00
	Eight coverlets, at \$1.50.....		12 00
	Eight mattresses, hair, at \$10.00		80 00
	Seventy yards Russia sheeting, at \$0.62½.....		43 75
	To making ten pairs of sheets, at \$0.50.....		5 00
	Eight feather pillows, at \$1.50.....		12 00
	Sixteen pillow cases, at \$0.50.....		8 00
	One hundred yards cotton, at \$0.25		25 00
	Thirty yards flannel, at \$0.50.....		15 00
JANUARY 19, 1819.			
For the United States ship Hornet:			
	Ten mattresses, at \$3.25.....		32 50
For the frigate Congress:			
	Twenty-four towels, No. 5, at \$0.62½		15 01

For the hospital:	
Twenty-four hair mattresses, weighing 24½lbs. at 62 cts., or \$15.31 apiece.....	\$367 44
Twenty-four pillows, at \$2.....	48 00
For Mr. Cunningham, not carried:	
One diaper table cloth.....	\$688 45
	6 00
	<u>\$694 45</u>

NORFOLK, July 16, 1819.

Received the above from Miles King, navy agent.

W. MAGAGNOS.

34.

Navy Department, for the ship Alert,	
	To Andrew Mitchell, Dr.
1819.	
January 9. No 32. For six hand stoves, at \$7.....	\$42 00
Miles King, Esq., navy agent,	
	To Andrew Mitchell, Dr.
1817.	
Aug. 12. For one horn lantern	\$4 00
12. For one large patent coffee pot.....	5 00
1818.	
Sept. 15. For one bathing tub.....	15 00
Oct. 15. For one hundred and three pounds block tin, \$28, N yard	28 84
20. For repairing and putting in order, an engine for the frigate Constellation.....	40 00
23. For repairing and putting in order one engine for the frigate Congress.....	54 00
23. For one sugar canister	1 00
24. For two sugar canisters	1 50
1819.	
Jan. 27. For six hand stoves, for the U. S. ship Alert, at \$7	42 00
	<u>\$187 34</u>

35.

Navy Department, for ship Constellation,	
	To Thomas B. Seymour, Dr.
1819.	
Oct. 19. For four barrels of beef, at \$13	\$52 00

NORFOLK, December 30, 1819.

Received from Miles King, agent, fifty-two dollars, in payment of the above bill.

\$52.

THOS. B. SEYMOUR.

The United States ship Alert,	
	To Thomas B. Seymour, Dr.
1819.	
Nov. 6. To four barrels beef, at \$13	\$52 00

NORFOLK, December 30, 1819.

Received from Miles King, Esq., navy agent, the sum of \$52, in payment of the above account.

\$52.

THOS. B. SEYMOUR.

36.

Navy Department, for the public stores,	
	To W. G. Camp, Dr.
1818.	
June 22. To 105lbs. 8 inch spikes, at 12½ cents	\$13 12
United States Navy yard, Gosport,	
	To W. G. Camp, Dr.
To 105lbs. spike nails, at 12½ cents	\$13 12½

NORFOLK, June 26, 1818.

37.

Navy Department, for the Naval hospital,		To Joseph Savier,	Dr.
1819.			
August 30.	For twenty-four sheets and twenty-four pillow cases ..		\$42 00
Received from Miles King, navy agent, forty-two dollars, in payment of the above bill.			NORFOLK, August, 1819.
\$42.			JOSEPH SAVIER.

Navy Department,		To Joseph Savier,	Dr.
For the U. S. ship Franklin:			
Twenty monkey jackets, at \$5.....			\$100 00
Seven pair trowsers, at \$1.25.....			8 75
Twenty-six waistcoats, at \$2.....			52 00
Fifteen mattresses, at 3			45 00
For the hospital:			
Six mattresses, at \$3			18 00
Six pillows, at \$1.....			6 00
Three pieces Russia duck, at \$11.....			33 00
Making twenty-four sheets, at 25 cents.....			6 00
Making twenty-four pillow cases, at 12½ cents.....			3 00
For the ship Congress:			
Two hundred duck frocks and trowsers, at \$2.75.....			550 00
Twenty mattresses, at \$ 3.....			60 00
Four mattresses, at \$3			12 00
Six yards cotton.....			1 87
Six mattresses, at \$3			18 00
Fifteen pair cloth trowsers, at \$2.75.....			41 25
			\$954 87

NORFOLK, December 18, 1817.

Received of Miles King, navy agent at Norfolk, the sum of nine hundred and fifty-four dollars and eighty-seven cents, in payment of the above account.

JOSEPH SAVIER.

38.

Navy Department, for the Congress,		To James Ogilvie,	Dr.
1819.			
March 29.	For two hogsheads peppers, furnished in lieu of twenty barrels sour crout.....		\$87 50
Miles King,			
Bought of James Ogilvie.			
1819.			
March 18.	Two hogsheads pickled peppers, 14,000 at 62½ cents per 100.....		\$87 50

Received payment from Miles King, Esq., navy agent at Norfolk, eighty-seven dollars and fifty cents, in full of the above account.

JAMES OGILVIE.

39.

Navy Department, for the schooner Nonsuch,		To Nathaniel Cocke & Co.,	Dr.
1818.			
May 6. No. 17.	For one set cabin curtains		\$21 38
June 8. No. 26.	For two hair mattresses.....		26 31
			\$47 69

NORFOLK, June, 1818.

Received from Miles King, navy agent, forty-seven dollars and sixty-nine cents, in payment of the above bill.

\$47.69.

N. COCKE & CO.

40.

Navy Department, for the ship Alert,

To Nathaniel Cocke & Co.,

Dr.

1818.
May 6. For one green baize table cover..... \$5 00

NORFOLK, May 6, 1818.

Received from Miles King, navy agent, five dollars in payment of the above bill.

\$5.

N. COCKE & CO.

Miles King, Esq.,

To N. Cocke & Co.,

Dr.

1818.
Jan. 9. Two yards baize..... \$1 75
Feb. 28. Meal..... 2 73
Apr. 21. Two hair mattresses 26 31
May 9. Two and one-fourth moreen, schooner Nonsuch, Claxton..... 3 09
Four and one-half fringe, schooner Nonsuch, Claxton..... 2 91
Two dozen rings and thread, schooner Nonsuch, Claxton..... 38
Five bed coverlets..... 5 00
May 22. Two table covers..... 10 00
One table cover for ship Alert..... 5 00
Aug. 10. One pound thread..... 1 25
Aug. 18. Seven and one-half yards duck..... 2 84
Dec. 8. Difference in exchange table covers..... 2 00
1819.
Jan. 5. Three table covers, }
Twenty-five yards linen, } for Capt. J. D. Henley..... 13 50

\$76 76

41.

Navy Department, for the ship Congress,

To Nathaniel Cocke & Co.,

Dr.

1819.
March 6. No. 8. For three green table covers for Captain J. D. Henley \$15 50

NORFOLK, March, 1819.

Received from Miles King, navy agent, fifteen dollars and fifty cents, in payment of the above account.

\$15.50.

N. COCKE & CO.

42.

Navy Department, for the frigate Congress,

To Joseph A. Barron,

Dr.

1818.
September 29. No. 39. For 100 lbs. wool, at \$51.50, and bag for wool, at 75 cts..... \$52 25

NORFOLK, September 29, 1818.

Received from Miles King, navy agent, fifty-two dollars and twenty-five cents, in payment of the above bill.

\$52.25.

JOSEPH A. BARRON.

NORFOLK, October 8, 1818.

Miles King, Esq.,

Bought of J. A. Barron.

103 lbs. best spring wool, at 50 cts..... \$51 50
Bag for wool..... 0 75

\$52 25

Received payment.

J. A. BARRON.

43.

United States schooner Hornet,		To H. & W. Parmell,	Dr.
1818.			
May 14.	For nine yards of oilcloth, at \$2.25		\$20 25
	For one floorcloth		18 00
			<u>\$38 25</u>

NORFOLK, June 18, 1818.

Received of Miles King, Esq., thirty-eight dollars and twenty-five cents, in full of the above account.
H. & W. PARMELL.

Miles King, Esq.		To H. & W. Parmell,	Dr.
1818.			
March 26	One safe		\$7 00
April 11.	One floor cloth, 19.10 by 14.9 = 32½ yards at \$2.25		73 00
	Two yards of floorcloth, at \$2.25		4 50
May 14.	Nine yards of oilcloth, Hornet, at \$2.25		20 25
	26. Four pieces of duck, Constellation, at \$13.50		54 00
June 9.	Eight yards of floorcloth, Nonsuch, at \$2.25		18 00
	13. One picture		7 25
	One picture		7 37
	One large picture		15 00
	15. Two pictures ..		9 00
	18. Ten barrels of whiskey, Navy yard, 323.7, 316—65		205 40
			<u>\$420 77</u>
	By net proceeds of tables		35 85
			<u>\$384 92</u>
June 16.	40 hams, weighing 529 lbs., at 12½ cents		66 12
			<u>\$451 04</u>
	By cash from C. H. Stallings, for four pieces of duck, at \$13.50		54 00
			<u>\$397 04</u>
	By cash	\$291 77	
	By cash	20 00	
			<u>311 77</u>
			<u>\$85 27</u>

United States schooner Hornet,		To H. & W. Parmell,	Dr.
	Nine yards of oilcloth, at \$2 25		\$20 25

MAY 14, 1818.

Received payment from Miles King, navy agent, say twenty dollars and twenty-five cents.
H. & W. PARMELL.

44.

Navy Department, for the public stores,		To H. & W. Parmell,	Dr.
1819			
June 30.	For ten barrels of whiskey, 316 gallons, at 65 cents		\$205 40

NORFOLK, September, 1819.

Received from Miles King, navy agent, two hundred and five dollars and 40 cents, in payment of the above bill.
\$205.40.
H. & W. PARMELL.

45.

The United States, for stores for the officers of the frigate Macedonian,		To Samuel Vickery & Co.,	Dr.
1818.			
Nov. 5.	To fifteen and a half bushels potatoes		\$8 50
	To one hundred and twenty-seven lbs. butter, at 30 cents		38 10
	To four boxes raisins		17 00

Nov.	5.	To one hundred lbs. brown sugar, and bbl. 25 cents.....	\$15 25
		To eight loaves labeled white sugar, 52½ lbs., at 30 cents	18 25
		To eight large bottles catsup.....	12 50
		To thirty-six bacon hams, 352 lbs. at 20 cents	70 40
		To one half barrel beef	10 00
		To twenty-three kegs oysters } 34 kegs, at 75 cents	25 50
		To eleven kegs prawn	
		To two dozen green edged plates, half soup	2 00
		To one and a half dozen green edged plates, breakfast	1 12
		To seven dishes, assorted sizes	5 00
		To one and a half dozen wine glasses.....	3 00
		To one and a half dozen flint tumblers	4 50
		To one and a half dozen cups and saucers, (blue).....	1 00
		To one tea kettle, \$3; one fish kettle, \$3.....	6 00
		To one large (common) knife and fork.....	1 50
		To one cook's ladle, 75 cents; one skimmer 50 cents.....	1 25
		To one cleaver, \$1.25; one tin flour box, 25 cents	1 50
		To one dusting shovel, 50 cents; one dozen knives and forks, \$4.50	5 00
		To one steel, 63 cents; one pair carvers, \$1.50	2 13
		To three hundred and sixty-four pounds Wastphalia hams, at 25 cents	91 00
		To twenty-one gallons pickles.....	21 00
		To twenty-five beef hams	18 00
		To twelve bags, for potatoes	1 50
		To one-half dozen bottles sweet oil	6 00
		To portorage and boating to ship	1 50
			\$386 00
		Deduct one and a half dozen tumblers, returned to be exchanged	\$4 50
		Deduct one and a half dozen wines, returned to be exchanged.....	3 00
		Deduct one tea kettle, returned to be exchanged	3 00
		Deduct one dozen knives and forks, returned to be exchanged.....	4 50
		Deduct one pair carvers, returned to be exchanged	1 50
		Deduct one set cups and saucers, returned to be exchanged.	1 00
			17 50
			\$368 50
		To one and a half dozen tumblers	6 81
		To one and a half dozen wine glasses.....	6 06
		To one dozen knives and forks.....	7 00
		To one pair carvers	1 00
		To one set cups and saucers.....	1 25
			\$390 62
		To one tea kettle	7 00
			\$397 62

NORFOLK, March 1, 1819.

Received, of Miles King, Esq., navy agent at Norfolk, the sum of three hundred and ninety-seven dollars and sixty-two cents, for sundries supplied the officers of the United States ship Macedonian, as per annexed account.

SAMUEL VICKERY & CO.

46.

Navy Department, for the United States ship Congress,

To Edward S. Waddey,

Dr.

1818.

Dec. 17. To eleven tierces rice, viz:

No. 21.....	642
No. 26.....	671
No. 19.....	678
No. 23.....	671
No. 14.....	671
No. 29.....	660
No. 7.....	660
No. 4.....	657
No. 13.....	692
No. 31.....	664
No. 30.....	660

7,326

Tare, 10 per cent.....

732

6,594 lbs., at 7¼

\$511 03

NORFOLK, *December 22, 1818.*

Received, of Miles King, navy agent at Norfolk, the sum of five hundred and eleven dollars and three cents, in payment of the above account.

EDWARD S. WADDEY.

47.

Navy Department,

To William Watts,

Dr.

1825.		
March 1.	For hire of 20 hands employed in barking cords of wood for ship North Carolina, ship Constellation, brig Spark, &c.	\$65 64
	To sawing 76 cords, at 3s.	38 00
		<u>\$103 64</u>

NORFOLK, *March 2, 1825.*

Received, from Miles King, Esq., navy agent at Norfolk, the sum of one hundred and three dollars and sixty-four cents, in full of the above account.

WILLIAM ^{his} X WATTS.
mark.

Test: JOHN T. CORRAN.

48.

Navy Department,

To Stephen Bill,

Dr.

1825.		
March 8.	For sawing 7½ cords wood, at 50 cents	\$3 62
	For hand hire barking wood for ship North Carolina, brig Spark, and schooner Fox.	6 38
		<u>\$10 00</u>

Received from Miles King, Esq., navy agent at Norfolk, the sum of ten dollars, in full of the above account.

STEPHEN ^{his} + BILL.
mark.

Test: JOHN T. CORRAN.

49.

FRIGATE MACEDONIAN, *June 9, 1826.*

Sir: Be pleased to pay Capt. Furguson for towing this ship from Norfolk to Craney Island.

Respectfully, your most obedient,

JAMES BIDDLE.

MILES KING, *Navy Agent, Norfolk.*
John Furguson, \$120.

50.

Messrs. Delany and Roberts,

Bought of E. Stertevant.

Four patent skylights, at \$5.00	\$20 00
--	---------

Received payment, by

JOSEPH C. MAIGUL.

Capt. King:

Please pay the above bill.

DELANY & ROBERTS.

NORFOLK, *October 5, 1818.*

51.

Mr. Miles King,

Bought of William Taylor.

1819.

February 27. Six barrels of whiskey, viz:

No. 1.	33	— 1	— 32
No. 2.	32½	— 1	— 31½
No. 3.	32	— 1½	— 31½
No. 4.	33½	— 0½	— 33
No. 5.	34	— 0½	— 33½
No. 6.	33½	— 1	— 32½

194 gallons, at 54 cents \$104 76

Received payment.

WILLIAM TAYLOR.

NORFOLK, March 16, 1819.

52.

Miles King,

To James Willoughby,

Dr.

1817.

November 15. For 2 barrels Irish pork, at \$25..... \$50 00

Received payment.

JAMES WILLOUGHBY.

53.

NORFOLK, May 29, 1824.

United States ship Hornet,

To Archer & Co.,

Dr.

Indent No. 12.

To 1 pound balsam copaiva \$0 75

Duplicate.

Examined.

Approved: JAMES RENSHAW.

G. GALT, Navy storekeeper.

54.

United States Navy Department,

To Hampton Steamboat Company, per Abel Waite,

Dr.

To transportation of Commodore Warrington, his cockswain and steward, from Norfolk to Hampton Roads, March 22d, 1826..... \$2 00

Approved: L. WARRINGTON.

Received from Miles King, Esq., navy agent at Norfolk, the sum of two dollars, in full of the within account.

ABEL WAITE.

55.

United States, for frigate Congress,

To J. A. Barron,

Dr.

1819.

March 6. Six bass drum heads, at \$3.00..... \$18 00

Six ship drum heads, at \$1.50..... 9 00

\$27 00

CH. W. SKINNER.

NORFOLK, January 3, 1822.

Received from Miles King, Esq., navy agent at Norfolk, the sum of twenty-seven dollars, in full of the above account.

\$27.00

J. A. BARRON.

56.

Schooner Delight, Monsieur M. King,

Bought of R. Gervais.

One blue pitcher, 7s. 6d.....	\$1 25
Two decanters, 7s. 6d.....	2 50
One sugar dish, 3s.....	50
One dozen common plates, 4s. 6d.....	75
One large blue dish, 7s. 6d.....	1 25
One-half dozen flint tumblers, 12s.....	1 00
One-half dozen coffee cups and saucers.....	1 00
	<u>\$8 25</u>

NORFOLK, October 20, 1820.

Received of M. King, navy agent at Norfolk, the within amount—say eight dollars twenty-five cents.
RAY. GERVAIS.

57.

United States,

To County Dock,

Dr.

For five dockages, at 25 cents..... \$1 25

Received payment.

RICHARD BARR.

NORFOLK, November 6, 1819.

58.

Navy Department,

To James Thorburn,

Dr.

For one cask lime juice, 48 gallons, at \$1..... \$48 00

NORFOLK, June 1, 1819.

Received of Miles King, navy agent at Norfolk, the sum of forty-eight dollars, in payment of the above account.

JAMES THORBURN.

59.

The United States schooner Nonsuch,

To A. Mitchell & Co.,

Dr.

NORFOLK, 1817,

Nov. 28. Thirty pounds sheet iron pipe, at 25 cents..... \$7 50

To fixing them..... 1 00

Dec. 5. Twelve and a half pounds of copper pipe, at 75 cents..... 9 37½

\$17 87½

To Miles King, Esq., navy agent:

Please pay the above account, as per requisition.

RO. B. RANDOLPH, Lieut. Nonsuch.

60.

Miles King, Esq., for frigate Congress,

NORFOLK, November 13, 1817.

Bought of Neilson & Neale.

Twenty yards green baize, at 4s. 6d..... \$15 00

Received payment.

N. & N. NEALE,
By JOHN CLARKE.

61.

NORFOLK, *October 21, 1819.*

Mr. Miles King,

Bought of Benjamin F. Taylor.

Four barrels prime pork, at \$18, [bank money,]	\$72 00
Twelve boxes mould candles, 40 lbs., each—480 lbs. at 21 cents, [N. C. money,]	100 80
Drayage	25
	<u>\$173 05</u>

Received payment.

BENJAMIN F. TAYLOR.

62.

The United States Navy, for frigate Congress,

To John Nadeux,

Dr.

1818.		
Nov. 2.	For tinning five copper stew pans	\$3 00
	For tinning ladle and skimmer	62
	For small tin top	19
		<u>\$3 81</u>

Approved: J. D. HENLEY.

Received payment.

JOHN NADAUX.

63.

Navy Department, for Naval hospital,

To George White,

Dr.

1819.		
Aug. 30.	No. 45. To twenty-four chamber-pots, 1s. 6d.	\$6 00
	To six bowls, 6 cents	37½
		<u>\$6 37½</u>

NORFOLK, *March 30, 1820.*Received of Mr. King, navy agent, the above amount, say six dollars thirty-seven and a half cents.
G. WHITE.

64.

Mr. Miles King, navy agent,

To Francis S. Taylor,

Dr.

1820.		
June 8.	To ten and a quarter cords of wood, at \$3.50 per cord	\$35 88

NORFOLK, *June 19, 1820.*

Received payment of Miles King, Esq., navy agent, the above sum of thirty-five dollars and eighty-eight cents.

FRANCIS S. TAYLOR.

65.

NORFOLK, *October 5, 1820.*

The United States ship Delaware,

To Jane Collins,

Dr.

To two hundred and thirty-six lbs. of tallow	\$40 00
--	---------

Received from Miles King, Esq., the sum of forty dollars for the above tallow.

TUNIS DONORAN.

66.

Mr. King,

Bought of William Dickson,

Eight bundles hay, weighing 3,166 lbs., at $87\frac{1}{2}$ cents per cwt. \$27 69

NORFOLK, March 25, 1822.

Received payment.

WM. DICKSON,
PER RICHARD BOWDEN.

67.

NAVY YARD, Gosport, February 25, 1819.

Received of Mr. Frank Taylor $17\frac{3}{4}$ cords of firewo d.

J. SMITH.

MILES KING, Esq., Navy Agent, Norfolk.

NORFOLK, February 25, 1819.

Received from Miles King, Esq., sixty-two dollars and twelve cents, in full for the within wood.

FRANCIS S. TAYLOR.

68.

The United States, for frigate Congress,

To Samuel Vickery & Co.,

Dr.

1818.

Aug. 3. To five gallons bright varnish, at 75 cents per gallon \$3 75

To five and a half gallons black varnish, at 75 cents per gallon 4 12

Oct. 9. To two patent lights for lantern..... 10 00

\$17 87

NORFOLK, March 1, 1819.

Received from Miles King, Esq., navy agent, the amount of the above account in full.

SAMUEL VICKERY & Co.

69.

Miles King, Esq., navy agent,

Bought of Timberlake & Loyall.

One half barrel flour..... \$6 00

Fifty lbs. rice, at 9 cents per lb..... 4 50

Twenty lbs. cheese, at 25 cents..... 5 00

Thirty lbs. butter, at 2s. 3d..... 11 25

One pot for butter 75

\$27 50

NORFOLK, November 16, 1818.

Received payment.

TIMBERLAKE & LOYALL.

70.

Navy Department,

To George M'Intosh,

Dr.

1817.

May 8. To one dozen whipsaw files (omitted)..... \$3 00

May 16. To one desk lock (omitted)..... 50

1818.

April 1. To one lb. escutcheon pins 1 50

May 15. To two dozen crosscut-saw files, at \$3 per dozen..... 6 00

To two dozen whipsaw files, at \$3 per dozen..... 6 00

Oct. 14. To fifty-one and a quarter yards scarlet pelisse cloth, at \$3..... 153 75

\$170 75

NORFOLK, November 16, 1818.

Received of Miles King, navy agent at Norfolk, the sum of one hundred and seventy dollars and seventy-five cents, in payment of the above account.

GEORGE M'INTOSH.

71.

Navy Department,

	To Miles King,	Dr.
1829.		
Sept. 3. For my traveling expenses from Norfolk to Washington, 235 miles, at 15 cents per mile		\$35 25
For my traveling expenses from Washington to Norfolk, 235 miles, at 15 cents per mile		35 25
24. For my traveling expenses from Norfolk to Washington, and back to Norfolk, 470 miles, at 15 cents per mile.....		70 50
		<u>\$141 00</u>

72.

United States Navy Department,

	To Edward Seymour,	Dr.
To two grindstones for the use of the Navy yard at Gosport, at \$6 each		<u>\$12 00</u>

Received payment from Miles King, Esq., navy agent, Norfolk, say twelve dollars, the 21st May, 1817.

EDWARD SEYMOUR.

73.

Navy Department,

	To Robert Souler,	Dr.
1823.		
Nov. 6. For seven days' lighter hire.....		<u>\$5 25</u>

NORFOLK, August 17, 1824.

Received from Miles King, Esq., navy agent at Norfolk, the sum of five dollars and twenty-five cents, in full of the above account.

ROB. SOULTER.

74.

Navy Department,

	To Joseph Timberlake,	Dr.
1817.		
Dec. 2. To two barrels fish		\$21 00
To one pot ginger.....		1 50
To drayage.....		25
		<u>\$22 75</u>

NORFOLK, January 3, 1818.

Received of Miles King, navy agent at Norfolk, the sum of twenty-two dollars, in payment of the above account.

J. TIMBERLAKE.

75.

Navy Department,

	To Ed. Frisk,	Dr.
1817.		
February 28. To kegs lard, viz:		
	78 17	
	91 18	
	—169 35—134 lbs. net, at 24 cents	<u>\$32 16</u>

NORFOLK, *February 28, 1818.*

Received of Miles King, navy agent at Norfolk, the sum of thirty-two dollars and sixteen cents, in payment of the above account.
\$32.16.

ED. FRISK.

76.

FEBRUARY 27, 1819.

Sir: Please to pay Robert Evans six dollars, for a drum bought of him for the Congress. It is indented for in the general indent, and the account will be passed.

Yours,
MILES KING, *Navy Agent.*

J. D. HENLEY.

NORFOLK, *February 27, 1819.*

Received the within amount from Miles King—say six dollars.

ROBERT ^{his} × EVANS.
mark.

Witness: J. MURDEN.

77.

NAVY YARD, *Gosport, March 19, 1819.*

Sir: Please to pay the bearers, as laborers on board the ship *Romulus*:

Peter Reinbom, to two days' work, at 4s. 6d.	\$1 50
George Curb, to two days' work, at 4s. 6d.	1 50
Jesse Moore, to two days' work, at 4s. 6d.	1 50
Ben, to two days' work, 4s. 6d.	1 50
	<u>\$6 00</u>

EDW. EWELL.

Mr. CHRISTOPHER FRY.

NORFOLK, *April 7, 1819.*

Four men, two days, as above, for the agent to pay, say \$6, together with per diem, at 50—say pay \$12, and charge the agent \$10.—[ENTERED.]

The within named men were employed in loading the ship, and to be paid, by the navy agent, say ten dollars.

F. N. SEABURY.

Received payment of the navy agent, the 21st July, 1819, \$10.

CHRIS. FRY.

The agent charges \$12.

78.

Navy Department, for ship *North Carolina*,

1825.	To R. Barclay,	Dr.
February 25. For three cords of hickory wood, at \$4.		\$12 00
For one cord of oak wood.		3 00
		<u>\$15 00</u>

NORFOLK, *February 25, 1825.*

Received from Miles King, Esq., navy agent at Norfolk, the sum of fifteen dollars in full of the above account.

ROBERT BARCLAY.

79.

Navy Department.

1825.	To R. Barclay,	Dr.
February 16. For one cord of hickory wood		\$4 00
For four cords of oak wood, at \$3.		12 00
		<u>\$16 00</u>

Received, February 17, 1825, from Miles King, Esq., navy agent at Norfolk, the sum of sixteen dollars, in full of the above account.

ROB. BARCLAY.

80.

Navy Department, for the public stores,

1818.
October 8. No. 3. For 13 half barrels Irish pork, at \$13..... *To Jno. B. Taylor,* *Dr.* \$169 00

NORFOLK, October 9, 1818.

Received from Miles King, navy agent, one hundred and sixty-nine dollars, in full of the above bill.
JOHN B. TAYLOR.

81.

Mr. Baldwin's traveling expenses:

Navy Department,

1829.
October. For this sum paid for traveling on the United States business *To Miles King,* *Dr.* \$135 60

82.

For the sick belonging to frigate Macedonian:

Navy Department,

1822.
August 13. To one piece Russia linen sheeting, 46 yards, at 50 cents *To J. & J. Kyle,* *Dr.* \$23 00
To one piece Irish linen sheeting, 56 yards, at 50 cents 28 00
To one piece Irish linen sheeting, 42½ yards, at 45 cents 19 12½
\$70 12½

NORFOLK, August 13, 1822.

Received from Miles King, Esq., Navy agent at Norfolk, the sum of seventy dollars and twelve and a half cents, in full for the above account.
\$70.12½.
J. & JAS. KYLE.

83.

M. Magagnos.....	\$75 00	W. G. Camp.....	\$13 12
Joseph Xavier.....	8 75	D. Danfossy & Co.....	97 16
M. Magagnos.....	6 75	W. M. Fauquier.....	173 96
M. Magagnos.....	415 50	W. M. Fauquier.....	12 00
M. Magagnos.....	15 00	B. Danfossy & Co.....	1 63
Joseph Gravier.....	42 00	William Francis.....	32 50
Nathaniel Cocke & Co.....	47 69	Thomas B. Seymour.....	1 00
Nathaniel Cocke & Co.....	5 00	William Francis.....	1 06
Nathaniel Cocke & Co.....	15 50	Nathaniel Cocke & Co.....	12 00
J. A. Barron.....	52 25	Thomas B. Seymour.....	52 00
S. & Reardon.....	460 75	James Thorburn.....	254 00
M. & Lee.....	227 50	Benjamin F. Taylor.....	173 05
H. & W. Pannell.....	38 25	H. & W. Pannell.....	205 40
A. Mitchell.....	42 00	H. & W. Pannell.....	390 31
N. & Neale.....	15 00	William Dickson.....	27 69
Joseph Xavier.....	12 00	George White.....	18 25
James Barry.....	36 00	Robert E. Steed.....	25 00
James Ogilvie.....	87 50	John B. Armistead.....	9 20
J. Hall.....	21 75	Jane Collins.....	40 00
Neilson & Neale.....	2 50	H. M'Dowell.....	88 20
Joseph Xavier.....	42 00	George White.....	6 37
Francis S. Taylor.....	35 88	R. & J. Taylor.....	54 00
Thomas Balls.....	1 00	John B. Taylor.....	169 00
	<u>\$1,705 57</u>		<u>\$1,856 90</u>
			<u>1,705 57</u>
			<u>\$3,562 47</u>

UNITED STATES NAVY YARD, *Gosport, October 17, 1829.*

I do hereby certify that, on reference to the indent books of my predecessor in office at this yard, I find that he was in the habit, in checking accounts for payment, of using a mark in pencil, thus (✓) against each article; and that, in reference to the accounts above enumerated, there is no such mark placed against their items. I do, however, further certify that, although a majority of the items required are thus checked, there are many without this distinguishing mark; from what cause I cannot be now informed, as not only my predecessor, but both the individuals then acting as his clerks, are now dead.

When I myself came into office, I changed this mode of checking accounts, by substituting the same distinguishing mark in black ink, thus, (✓) which has been invariably used by me ever since; and I do not hesitate to say, in reference to my own official transactions, that were I to find an item in my indent book deficient in this, I should certainly pass the account for its amount.

G. GALT, *Navy Storekeeper.*

NAVY YARD, *October 31, 1829.*

The transactions in relation to the written enumerated accounts transpired during my command in the navy yard, I have no kind of doubt of the correctness and justness of them, and had they have been presented to me at any time during my command, I should have considered it my duty to have approved them.

EDWARD P. KENNEDY.

84.

Navy Department, for the purser's department,		To Joseph Hall,	Dr.
1816.	July 12. For two cheese, 87 lbs., at 25 cents		\$21 75

85.

Navy Department, for the armorer,		To Thomas B. Seymour,	Dr.
1816.	December 5. To four lbs. tallow		\$1 00

NORFOLK, *December 5, 1816.*

Received from Miles King, navy agent, one dollar, in full of the above bill.

\$1.00.

THOMAS B. SEYMOUR.

86.

Navy Department, for the armorer's department,		To William Francis,	Dr.
1816,	December 5. For one compass saw		\$00 75
1817.	January 3. For one yard white cotton		31
			<u>\$1 06</u>

NORFOLK, *January 1816.*

Received from Miles King, navy agent, one dollar and six cents, in payment of the above bill

\$1.06.

WILLIAM FRANCIS.

87.

Navy Department, for the Naval hospital,		To Joseph Savier,	Dr.
1817.	October 23. For twelve pillows		\$12 00

NORFOLK, *October 23, 1817.*

Received of Miles King, navy agent, twelve dollars, in full of the above bill.

\$12.

JOSEPH SAVIER.

88.

Navy Department,

To B. Danfossy & Co.,

Dr.

1817.			
November 10.	For one cupboard lock, 38 cts.; two drawer locks, 50 cts.....	\$0 88	
	For four drawer handles, \$1.50; twelve m. sprigs, \$5.12.....	6 62	
	For twelve groove screws.....	8 50	
	For one bottle sweet oil.....	1 00	
November 29.	For six pencils, 38 cts.; one tooth plane, \$1.37.....	1 75	
December 8.	For three quires sand paper.....	1 50	
	For one lb. aquafortis.....	75	
	For three dozen files, \$9.50; ten knots catgut, \$4.....	13 50	
	For six crucibles, \$2.38.....	2 38	
December 9.	For two skillets, 17½ lbs.....	11 83	
	For one ladle, 62 cts.; two stock locks, \$3.75.....	4 37	
	For one axe, \$1.37; one padlock (patent) \$1.....	2 37	
	For two bottles sweet oil.....	2 00	
	For two doz. files, at \$4.50.....	9 00	
	For two quires paper.....	50	
December 12.	For one m. sprigs, 44 cts.; two doz. drawer handles, \$5.50.....	5 94	
	For one pair large hinges, \$1 cts.; four padlocks, at 37½ cts.....	4 31	
December 17.	For one iron pot, 50 lbs., at 6¼ cts.....	3 13	
	For one skillet, 62 cts.; one tea kettle, \$1.75.....	2 37	
	For twelve lead pencils, 63 cts.; six chalk lines, 50 cts.....	1 13	
	For two pair compasses.....	33	
December 24.	For one steam-mill cock for hospital.....	5 00	
		<u>\$88 66</u>	

89.

Navy Department, for the Navy hospital,

To B. Danfossy & Co.,

Dr.

1817.		
December 30.	For one deck lock, 63 cts.; one pair hinges, 60 cts.; one pair drawer handles, 50 cts. \$1 63	

90.

Navy Department, for the painter's department in the Navy yard, Gosport,

To Wm. M. Fauquier,

Dr.

1817.			
December 17.	For one hundred lbs. putty, \$10; one paper ink powder, 18 cts; ¼ paper, 31 cts...	\$10 49	
1818.			
January 8.	For two lbs. black lead.....	50	
May 30.	For four hundred feet glass, 10 by 12, at \$15, \$60; one hundred feet, 8 by 10, \$14.....	74 00	
	For six paint brushes, No. 1, at 87½ cts., \$5.25; one slate, 75 cts.....	6 00	
	For two quires paper, 38 cts.; fourteen lbs. red lead, at 1s., \$2.33.....	2 71	
	For one lb. red ink, 50 cts.; half gallon copal varnish, \$4.....	4 50	
August 18.	For one lb. terebaceana, \$1; one lb. rose pink, 50 cts.; six sash tools, \$1.75.....	3 25	
	For six hair pencils, 50 cts.; six paint brushes (large) \$6.....	6 50	
	For half lb. gum arabic, 50 cts.; one bladder, 13 cts.; one penknife, \$1.25.....	1 88	
August 25.	For half lb. chrome yellow, \$2.50; one rule, 2 feet, \$1.....	3 50	
	For twenty-four lbs. lamp black, at 1s., \$4; one gallon copal varnish, \$8.....	12 00	
September 19.	For one gallon copal varnish, \$8; four books gold leaf, at 4s. 6d., \$3.....	11 00	
	For half a gallon spirits wine, \$1.50; one hundred feet, 10 by 12 glass, \$15.....	16 50	
	For one pair large scale weights, \$9.50; twenty-four bladders, \$1.50.....	11 00	
September 30.	For one lb. —.....	1 25	
October 19.	For two pallet paint knives, \$4; three lbs. beeswax, \$1.50.....	5 50	
	For two glazing knives.....	38	
November 4.	For one gallon spirits wine.....	3 00	
		<u>\$173 96</u>	

Norfolk, November 17, 1818.

Received of Miles King, navy agent, one hundred and seventy-three dollars and ninety-six cents, in payment of the above bill.

\$173.96.

ANN FAQUIER,
Executrix of Wm. M. Fauquier.

Norfolk Borough:

At a court held the 27th day of September, 1826, on the motion of Ann Fauquier, the executrix named in the last will and testament of Wm. M. Fauquier, deceased, who took the oath prescribed by law, and entered into bond, (without security as by the said will directed) in the penalty of twenty thousand dollars, with condition according to law, certificate is granted her for obtaining a probate thereof in due form.

SWEPSON WHITEHEAD, C. N. B. C.

91.

Navy Department, for the ship Congress,

To William M. Fauquier,

Dr.

1817.		
November 20.	For one gallon best copal varnish	\$7 00
	For half lb. Prussian blue, No. 1	3 00
	For one dozen hair pencils	1 00
	For half lb. teredecena	0 62½
	For half lb. ———	0 37½
		<u>\$12 00</u>

NORFOLK, November, 1817.

Received from Miles King, navy agent, twelve dollars, in payment of the above bill.

\$12.

ANN FAUQUIER,
Ex. of Wm. M. FAUQUIER.

92.

Navy Department, for the United States ship Congress,

To M. Magagnos,

Dr.

1817.		
November 17.	For three mattresses for the hospital department, per requisition of Doctor Baldwin, of this date	\$15 00

NORFOLK, November, 1817.

Received from Miles King, navy agent, fifteen dollars, in payment of the above bill.

JOS. MAGAGNOS,
Agent for Mrs. MAGAGNOS.

93.

Navy Department, for the frigate Congress,

To Neilson & Neale,

Dr.

1818.		
December 2.	For one set table mats	\$2 50

94.

Navy Department, for the Navy hospital,

To Joseph Savier,

Dr.

1828.		
August 28.	For twenty sheets	\$42 50
	For twenty pillow cases	15 00
	For ten bed covers	15 00
	For ten mattresses, at \$5	50 00
	For ten pillows	10 00
		<u>\$132 50</u>

Per requisition of Dr. Herseley, 13th instant.

NORFOLK, August 28, 1818.

Received from Miles King, navy agent, one hundred and thirty-two dollars and fifty cents in payment of the above bill.

\$132.50.

JOSEPH SAVIER.

95.

Navy Department, for the Congress,

To William Francis,

Dr.

1818.

December 18. No. 159. To one set knives and forks, with carver. \$32 50

NORFOLK, December, 1819.

Received from Miles King, navy agent, thirty-two dollars and fifty cents, in full of the above account.
\$32.50. WILLIAM FRANCIS.

96.

Navy Department,

To Hugh & William Parmele,

Dr.

1819.

August 25. To twenty barrels whiskey, 624½ gallons, at 62½ cts \$390 31

NORFOLK, August, 1819.

Received from Miles King, navy agent, three hundred and ninety dollars and thirty-one cents, in payment of the above bill.
\$390.31. H. & W. PARMELE.

97.

Navy Department, for ship John Adams,

To R. E. Steed,

Dr.

1819.

November 2. No. 62. To 25 lbs. double battle powder \$35 00

98.

Navy Department,

To Henry McDowell,

Dr.

1820.

October 18. To 441 lbs. tallow for the launch of the 74 gun ship, at 20 cts. \$88 20

99.

Navy Department, for the United States ship Delaware,

To Thomas Talbot,

Dr.

1827.

January 19. For one cord of hickory wood \$4 00

Received from Miles King, Esq., navy agent at Norfolk, the sum of four dollars, in full of the above account.
\$4.00. THOMAS TALBOT.

100.

Navy Department, for Pensacola,

To Catherine Keeling,

Dr.

1828.

November 22. For twenty gallons of pickles, at 75 cents. \$15 00

For two kegs for same, at \$1.25. 2 50

\$17 50

NORFOLK, November 22.

Received from Miles King, Esq., navy agent at Norfolk, the sum of seventeen dollars and fifty cents, in full of the above account.

Test: JOHN T. CORBAN.

her
C. + KEELING
mark.

101.

Navy Department,

To William Maxwell,

Dr.

For services as judge advocate at a naval court-martial on board frigate Guerriere, 21st November, 1820, seven days, at ten dollars per day.....	\$70 00
Copy of official proceedings*.....	50 00
	<u>\$120 00</u>

NORFOLK, December 20, 1820.

Then received of M. King, navy agent, the above sum, say one hundred and twenty dollars.
Duplicate receipt.

WM. MAXWELL.

102.

Navy Department,

To Owen & Gibbons,

Dr.

Four cases 16 oz. copper, 2,255 lbs., at 35 cents.....	\$789 25
One keg patent nails, 112 lbs., at 75 cents.....	84 00
Charge in Baltimore on the above.....	22 32
Paid freight.....	\$4 37
Commission, at 2½ per cent., on \$895.57.....	22 39†
	<u>26 76</u>
	<u>\$922 33</u>

Approved: JOHN CASSIN.

NORFOLK, November 16, 1818.

Received of Miles King, navy agent at Norfolk, the sum of nine hundred and twenty-two dollars and thirty-three cents, in payment of the above account.

OWEN & GIBBONS.

103.

Navy Department,

To Owen & Gibbons,

Dr.

To ten pigs block tin.....	\$178 33
To cash paid freight.....	\$1 25
To commission at 2½ per cent. on \$178.33.....	4 45‡
	<u>5 70</u>
To cash paid for repairing nautical instrument.....	9 00
	<u>\$193 03</u>

Approved: JOHN CASSIN.

NORFOLK, October 24, 1818.

Received of Miles King, navy agent at Norfolk, the sum of one hundred and ninety-three dollars and three cents, in payment of the above account.

OWEN & GIBBONS.

104.

Navy Department,

To Owen & Gibbons,

Dr.

For six cases 16 oz. copper, 107 sheets, each weighing 3,374 lbs., at 34 cents.....	\$1,147 16
Paid expenses on the above, at and from Baltimore.....	35 83
	<u>\$1,182 99</u>
To 2½ per cent. for purchasing the above.....	\$29 57
	<u>\$1,212 56</u>

Approved: JOHN CASSIN.

* This charge of \$50 only is now claimed by agent, but it was disallowed in 1820.

† This item for commission was disallowed in 1819, and now claimed by agent.

‡ This item for commissions, \$4.45, disallowed in 4th quarter, 1818; Mr. King now claims \$6.70.

§ This item, \$29.57, was disallowed in 4th quarter, 1818, and is now claimed by Mr. King.

NORFOLK, December 9, 1818.

Received from Miles King, navy agent at Norfolk, the sum of twelve hundred and twelve dollars and fifty-six cents, in payment of the above account.

OWEN & GIBBONS.

105.

The United States, for frigate Congress,		To David Milhado,	Dr.
1818,			
Nov. 23.	To sixteen pairs Baker's patent pump boxes, at \$45.....		\$720 00
	To six composition chambers for 8 in. boxes, at \$33.35.....		200 10
	To four pumps, each 22, is 88 feet, at \$1.....		88 00
	To setting four chambers, at \$2.....		8 00
	To cartage on board.....		4 50
	To commission, 2½ per cent.....		*25 37
	To paid freight from New York to Norfolk.....		25 00
	To paid freight for landing.....		1 00
			<u>\$1,071 97</u>

Approved: JOHN CASSIN.

NORFOLK, December 2, 1818.

Received of Miles King, navy agent, the sum of one thousand and seventy-one dollars and ninety-seven cents, in full of the above account.

DAVID MILHADO.

106.

The United States Navy Department,		In account with Miles King,	Dr.	Cr.
1829.				
May 29.	To amount of freight paid on bricks, per receipts herewith.....		\$226 45	
	By net proceeds, per account sales herewith.....			\$157 71
	Balance.....			68 74
			<u>\$226 45</u>	<u>\$226 45</u>
To balance due M. King, and carried to general account			<u>\$68 74</u>	

107.

Navy Department,		To James Smith,	Dr.
1818.			
December 31.	To services rendered as clerk of the Navy yard, Gosport, from the 1st of March to the 31st December, 1818, ten months, at \$50 per month.....		\$500 00

Approved: JOHN CASSIN.

NORFOLK, December 31, 1818.

Received of Miles King, navy agent at Norfolk, the sum of five hundred dollars, in payment of the above account.

J. SMITH.

NOTE.—Of the above \$500, there was \$200 disallowed in first quarter, 1819, as his pay for March, April, May, and June, had been previously allowed. In first quarter, 1818, and second quarter, 1818, he was allowed \$58.33 per month—\$50 for services as clerk, and \$8.33 for house occupied by Mr. Smith, now claimed by Mr. King, \$200.

108.

Navy Department,		To James Smith,	Dr.
1818.			
December 31.	To rent of the house occupied by Mr. James Smith, clerk of the Navy yard, Gosport, from the 1st of March to the 31st of December, 1818, ten months, at \$150 per annum.....		\$125 00

Approved: JOHN CASSIN.

* This item for commissions, \$25.37, was disallowed in fourth quarter, 1818, and now claimed by Mr. King.

NORFOLK, *December 31, 1818.*

Received of Miles King, navy agent, the sum of one hundred and twenty-five dollars, in payment of the above account.

J. SMITH.

NOTE.—Of the above \$125, there was disallowed \$75 in first quarter, 1819; first, because he was allowed only \$100 per annum for house rent, and secondly, because the months of March, April, May and June had been allowed in first and second quarters, 1818, as above; thus he was allowed \$58.33 for March, April, May, and June, 1818—\$50 per month for clerk hire, and \$8.33 for house rent. Mr. King now charges on this voucher \$75.

109.

Navy Department,

1819.	To James Smith,	<i>Dr.</i>
March 31.	To rent of the house occupied by Mr. James Smith, clerk of the Navy yard, Gosport, from the 1st of January to the 31st of March, 1819, three months, at \$150 per annum	\$37 50

Approved: JOHN CASSIN.

NORFOLK, *March 31, 1819.*

Received of Miles King, navy agent at Norfolk, the sum of thirty-seven dollars and fifty cents, in payment of the above.

J. SMITH.

Mr. King now claims on the above voucher \$12.50, which sum was disallowed in the settlement of his account for the first quarter 1819, because he was then, or previously, informed that Mr. Smith would be allowed but \$100 per annum, or \$8.33 per month, for house rent.

110.

Navy Department,

1818.	To James Smith,	<i>Dr.</i>
March 31.	To services rendered as clerk of the Navy yard at Gosport, from the 1st to the 31st of March, at \$1,000 per year	\$83 33½

Approved: JOHN CASSIN.

NORFOLK, *March 31, 1818.*

Received of Miles King, navy agent at Norfolk, the sum of eighty-three dollars and thirty-three and one-third cents, in payment of the above account.

J. SMITH.

111.

Navy Department,

1818.	To James Smith,	<i>Dr.</i>
April 30.	To services rendered as clerk of the Navy yard, Gosport, from the 1st to the 30th of April, 1818	\$83 33½

Duplicate.

Approved: JOHN CASSIN.

NORFOLK, *April 30, 1818.*

Received of Miles King, navy agent at Norfolk, the sum of eighty-three dollars and thirty-three cents, in payment of the above account.

J. SMITH.

112.

Navy Department,

1818.	To James Smith,	<i>Dr.</i>
May 31.	To services rendered as clerk of the Navy yard, Gosport, from the 1st to 31st of May, 1818	\$83 33½

Approved: JOHN CASSIN.

NORFOLK, *May 31, 1818.*

Received of Miles King, navy agent at Norfolk, the sum of eighty-three dollars and thirty-three cents, in payment of the above account.

J. SMITH.

113.

Navy Department,

1818.	To James Smith,	Dr.
June 30.	To services rendered as clerk of the Navy yard at Gosport, from the 1st to the 30th of June, 1818	\$83 33
Approved: JOHN CASSIN.		

NORFOLK, June 30, 1818.

Received of Miles King, Esq., navy agent at Norfolk, the sum of eighty-three dollars and thirty-three cents, in payment of the above account.

J.S. SMITH.

NOTE.—Although Mr. King does not now charge anything upon the preceding last four vouchers copied, as he was allowed in the settlement of his account for the 1st and 2d quarters, 1818, on those vouchers \$58.33, viz: \$50 per month to Mr. Smith, as clerk of the navy yard, and \$8.33 per month for his house rent—which was all he would be allowed, and so informed; yet, it does appear from the 1st and 2d vouchers copied on this sheet, rendered subsequently by Mr. King, (say in his accounts for 1st quarter, 1819) that he there charges again \$50 per month, paid to Mr. Smith, for services as clerk, and at the rate of \$50 per annum for house rent for Mr. Smith, and in those bills includes the months of March, April, May, and June, the time charged in last four vouchers here copied, which had been previously passed to his credit, or that portion of them, however, which he had been informed would only be allowed, viz: \$50 per month for services as clerk, and \$8.33½ per month for house rent, to Mr. Smith.

114.

Navy Department,

	To Henry Singleton,	Dr.
For building ship house, &c.....		\$451 00

115.

Navy Department,

1823.	To Carey Selden,	Dr.
To hospital stores.....		\$5 45

1823.

Received of Miles King, navy agent at Norfolk, the sum of five dollars and forty-five cents.

WM. LOYALL,
Agent for CAREY SELDEN.

116.

Navy Department,

1823.	To Carey Selden,	Dr.
Oct. 23.	For bread, &c.....	\$19 50

OCTOBER 23, 1829.

Received of Miles King, navy agent at Norfolk, the sum of nineteen dollars and fifty cents.

WM. LOYALL,
Agent for CAREY SELDEN.

A.

Navy Department,

1820.	To Miles King,	Dr.
April 1.	To clerk hire from first of April to this date, four years, at \$1,000 per annum....	\$4,000 00
	To office rent, for the same time, at \$150.....	600 00
	To porter's hire, for the same time, at \$240	960 00
	To stationery, for the same time, at \$150	600 00
	To candles, fuel &c., for the same time, at \$60.....	240 00
	To extra clerk hire, for the same time, at \$800.....	3,200 00
		\$9,600 00
1820.		
April 1.	By cash, in part	3,255 00
	Balance due M. King.....	\$6,345 00

Navy Department,

	To Miles King,	Dr.
1825.		
April 1. To extra clerk hire, from the first of April, 1820, to this date, at \$800 per annum..		\$4,000 00
 NOVEMBER, 12, 1829.		
Disallowed: J. B.		

In submitting the above accounts to the honorable the Secretary of the Navy, the following explanations are deemed requisite:

Previous to the year 1817, the allowance to the navy agents for the ordinary clerk hire, office rent, porter hire, candles, fuel, &c., was not regulated by any general rule; before that time, the Department, it is presumed, allowed each agent what it considered adequate and reasonable. On the 6th of June, in that year, a general circular was issued from the Department, fixing the allowance for these objects at the price charged in the first of the above accounts, and that has been adopted by me, as a standard of easy reference for the time previous, to wit, from the 1st of April, 1816, the accounts for that period never having yet been audited.

No navy agent in the Union, it is believed, has had as much public business to transact as the one at Norfolk, and it was found impossible to do it with one clerk. For extra clerk hire, a reasonable compensation is demandable, as a matter of strict justice; and so sensible was the Department of this, that, in the year 1825, they fixed it at \$300 per annum, in the settlement of Mr. Paulding's accounts. This rate has been adopted by me for the period of time during which this allowance has not been audited. Since 1826, the allowance, at this rate, has been duly audited to me.

All which is respectfully submitted.

MILES KING.

Mr. King's account for the items embraced in this bill were presented to the Secretary of the Navy in 1819, allowed, and placed to the credit of his account with the Treasury. (See his account annexed, from April, 1816, to April, 1819.) Ten years after, the same items of account are again brought forward for allowance, and the demands doubled in amount.

There was nothing exhibited, proving that these additional sums had been actually expended for the purposes mentioned in the account. The charge of \$4,000 for extra clerk hire, dated April 1, 1825, for the five years preceding, was not proven to have been paid by the agent, nor did it appear that such extra clerk hire was required for the business of that station. The claim was therefore disallowed.

	To Miles King, navy agent at Norfolk,	Dr.
To cash paid clerk for services, from April, 1816, to April, 1817.....	\$500 00	
Office rent, same time.....	100 00	
Fuel, same time.....	50 00	
Services of porter, same time.....	50 00	
Stationery, same time.....	30 00	
Candles.....	5 00	
		\$735 00
To cash paid clerk, from April, 1817, to April, 1818.....	\$1,000 00	
Office rent, same time.....	100 00	
Fuel, same time.....	50 00	
Porter, same time.....	50 00	
Stationery, same time.....	50 00	
Candles, same time.....	10 00	
		1,260 00
To cash paid clerk, from April, 1818, to April, 1819.....	\$1,000 00	
Office rent, same time.....	100 00	
Fuel, same time.....	50 00	
Porter, same time.....	50 00	
Stationery, same time.....	50 00	
Candles, same time.....	10 00	
		1,000 00
		\$3,255 00

MILES KING.

Approved: S. T.

	To James River Steamboat Company,	Dr.
1819.		
September 30. To hire of steamboat Richmond, to carry dispatches to city of Washington....		\$300 00
 Received the amount in full, of Miles King, Esq., navy agent, say three hundred dollars.		
WILLIAM H. THOMPSON, <i>Agent J. R. Steamboat Company.</i>		
NORFOLK, October 1, 1819.		
Approved: A. SINCLAIR.		

This claim was not allowed, because it did not appear that the emergency justified the expense incurred.

If the occasion had authorized such an expenditure, why had not the account been previously presented and allowed?

Within a few weeks past it has been discovered that the claim was presented to the Treasury Department in 1819; though suspended at the time, it was subsequently, in 1821, allowed, and passed to Mr. King's credit.

Navy Department,	To Miles King,	Dr.
1817.		
To compensation for contracting for and superintending the building of the Marine barracks at the Navy yard, Gosport.....		\$250 00
1820.		
To interest paid by me at the banks in Norfolk for money advanced to me by them for the use of the government, in the years 1819 and 1820; as to which, refer to the Navy Department for the certificates of the interest paid to the banks, and to the returns of my agency for the second quarter of the year 1820.....		2,250 00
1821.		
To compensation for purchasing the materials, employing mechanics and laborers, and superintending the building the ship house at the Navy yard, Gosport.....		375 00
1825.		
To compensation for shipping timber and other articles to other places, from 1817 to 1820—the value of the timber thus shipped was immense—see bills of lading and other papers herewith filed.....		2,500 00
To compensation for purchasing materials, employing laborers, and superintending the filling up the dock in the Navy yard, Gosport.....		125 00
To compensation for purchasing the materials, and superintending the slating the houses at the Navy yard, Gosport.....		250 00
To two and a half per cent. commission on \$3,686.49, the amount of the sales of the schooner Weasel and the ship Decoy.....		92 16
		\$5,842 16

NOVEMBER, 12, 1829.

Disallowed: J. B.

Of the above, the sum of \$2,250 is claimed by me as so much money advanced out of my own pocket for the government, and as to which it is presumed there can be no possible objection, if the fact be as stated in the entry; the verity of which will be established by the papers, to which reference is asked. All the other sums are a reasonable compensation for services performed by me under special orders, and forming no part of the regular duties of navy agent; services of which nature have always been compensated for by extra allowances to all the navy agents who have performed them. The services for which a compensation is now claimed, it is believed, upon investigation, will be found to have been of great value to the government, and have saved to it very considerable sums of money.

Thus, for instance, the lowest estimate which was presented for building the ship house was \$20,181.20, and the bids under the public advertisements were \$27,586, \$30,000, and \$38,478; whereas the cost in the mode adopted and pursued by me (including, too, the foundation, which was not calculated in the estimate of \$20,181.20,) was less than \$18,000. So in filling up the dock, the lowest offer that was made, and they were numerous, was \$11,000, whereas the actual cost was about five thousand dollars. To these estimates and proposals, copies of which are filed herewith, I respectfully beg leave to refer.

An account amounting to the same sum, for the same claims, but now more definitely stated, was presented by me to the late Fourth Auditor and allowed; it was, however, rejected by the Second Comptroller, and afterwards submitted to the consideration of Mr. Southard, who, I understood, had passed it. Upon examination, however, I can find no written order to that effect. The claim is now, therefore, respectfully submitted to the present Secretary of the Navy for his allowance.

MILES KING.

This account was charged in the fourth quarter of Mr. King's abstract for 1825, and noted by the Comptroller of the Treasury "suspended." The charge was repeated in the fourth quarter of 1827, and noted "not allowed."

The services stated to have been rendered by Mr. King were such as might, very probably, have been required of a navy agent as a part of his official duties, and for which Mr. King had been paid the utmost sum allowed by the law.

The claim was again brought forward in November, 1829. On examining the voucher and explanations accompanying it, there was nothing found to justify a reversal of the decision of the Comptroller of the Treasury.

Navy Department,

To commissions on the following sums, viz:

	To Miles King,	Dr.
1829.		
On \$6,100, the cost of the magazine, at $2\frac{1}{2}$ per cent.....		\$152 50
On \$21,000 paid for land for dry dock, at $2\frac{1}{2}$ per cent.....		525 00
On \$173 paid for building bridge, &c., for magazine.....		9 33
On \$135,485 paid on account of the expenditures at the dry dock, at $2\frac{1}{2}$ per cent.....		3,487 20
		<u>\$4,174 03</u>

NOVEMBER 24, 1829.

Disallowed: J. B.

In laying this account before the honorable the Secretary of the Navy, I beg leave to make the following remarks: For the ordinary services of the navy agent he is allowed, by law, a regular compensation, but for the performance of extraordinary duties, or duties not strictly required of him by virtue of his office of navy agent, it has always been customary for the Department to allow the ordinary commission paid to special agents.

Thus, in the settlement of accounts of Mr. Binney, the agent at Boston, he was allowed, some years ago, upwards of eleven thousand five hundred dollars for extra commissions. In that settlement is included a commission of \$6,598.25 for purchases, and \$311.45 for collecting a cargo of provisions for the Pacific. If I had charged an extra allowance for the duties I have performed in extraordinary purchases for the government, and in procuring cargoes for the squadrons abroad, my demand now against the government would indeed be large. I have procured and sent abroad cargoes to an amount almost innumerable. To the amount of the above account I conceive I have a clear and unquestionable right for compensation, founded as well on the nature of the services performed as on the established usage of the Department. This account I therefore submit, with much confidence, to the justice of the honorable the Secretary of the Navy.

M. KING.

The 3d section of the act of the 3d of March, 1809, limits the compensation of the navy agents to \$2,000 a year.

This amount of compensation Mr. King had received from his first appointment to naval agency.

The claim to commissions, as demanded, would, if allowed, have given a compensation beyond that amount, and would have been a direct violation of that act.

The claim was, therefore, disallowed.

Navy Department,

	To Miles King,	Dr.
1829.		
September 1. To commission on \$10,000, at one per cent.....		\$1,000 00
To one quarter's clerk hire, at \$1,000 per annum.....		250 00
To assistant clerk, for same time, at \$400.....		200 00
To office rent, for same time, at \$150.....		37 50
To porter's hire, for same time, at \$240.....		60 00
To stationery, for same time, at \$150.....		37 50
To candles, fuel, &c., for same time, at \$60.....		15 00
		<u>\$1,600 00</u>
		620 73
Overcharged		<u>\$979 27</u>

Endorsed:

Let him be allowed the usual office expenses for one month from the date of his removal.

J. B.

JANUARY 26, 1830.

NAVY DEPARTMENT, May 13, 1829.

SIR: On my return to this place I found your requisition of the date of the 23d of April, for \$28,572.85, and yesterday received your summary statement of receipts and expenditures for the month of April, 1829. On examination, it appears you had on hand the 1st of the present month, for the "gradual improvement of the navy," \$25,434.55, and you have drawn, under the same head, for \$10,359.93.

It also appears you had, at that time, an unexpended balance, under the head of "provisions," of \$41,558.74, and you have drawn for \$4,333.66 in addition thereto.

The Department wishes to know why, having these sums on hand, an additional requirement is made for those objects?

I am, respectfully,

JNO. BRANCH.

MILES KING, Esq., Navy Agent, Norfolk, Va.

NAVY DEPARTMENT, *May 30, 1829.*

SIR: I have this day directed a remittance to be made you of \$27,227.71, under the following heads of appropriation, viz:

Pay, &c., aloft.....	\$2,874 65
Shore stations.....	3,000 00
Superintendents.....	\$800 82
Repairs of vessels.....	15,661 40
Contingent, 1829.....	4,476 46
Navy yards.....	414 38
	21,353 06
	\$27,227 71

These last items, on account of your requisitions of the 23d of April and 4th inst., approved by the Navy Commissioners; you will perceive that nothing is remitted under "provisions, gradual improvement, and medicines," for this reason, that under these heads you had on hand, per your ann. statement for April, viz: "Provisions \$41,558.74, gradual improvement \$25,434.55, medicines \$3,281.15; and under Navy yards, only \$414.38, is remitted, for the same reason."

Your requisition of the 23d and 25th inst., received yesterday, have both been complied with.

I am, respectfully,

JNO. BRANCH.

MILES KING, Esq., *Navy Agent, Norfolk, Va.*

NAVY DEPARTMENT, *June 29, 1829.*

SIR: I have this day directed a remittance to be made you of \$19,092.29, under the following heads of appropriation, viz:

Superintendents.....	\$362 91
Repairs of vessels.....	17,709 02
Contingent, 1829.....	863 29
Ordnance, &c.....	13 00
Gradual increase.....	144 07

You will perceive that nothing is remitted under "navy yards," because the expenditure under that head, for May, was only \$2,007.45, and the balance of \$5,411.36, remaining in your hands, has been deemed sufficient for the present month.

I am, respectfully,

JNO. BRANCH.

MILES KING, Esq., *Navy Agent, Norfolk.*

B.

Synopsis of the discrepancies which occur in the quarterly and monthly returns made to this Department by Miles King, Esquire.

1822.	
The monthly returns to the end of this year, disagree with the quarterly	\$24,127 78
1823.	
First quarter of this year, the monthly disagree with the quarterly	45,940 84
Second quarter of this year, the monthly disagree with the quarterly	31,490 84
Third quarter of this year, the monthly disagree with the quarterly	32,765 18
Fourth quarter of this year, the monthly disagree with the quarterly	25,204 37
1824.	
First quarter of this year, the monthly disagree with the quarterly	11,543 98
Second quarter of this year, the monthly disagree with the quarterly	38,689 28
Third and fourth quarter made up together, disagree with the quarterly	32,336 81
1825.	
First quarter of this year, the monthly disagree with the quarterly	35,769 53
Second quarter of this year, the monthly disagree with the quarterly	18,535 00
Third quarter of this year, the monthly disagree with the quarterly	43,570 53
Fourth quarter of this year, the monthly disagree with the quarterly	40,142 25
1826.	
First quarter of this year, the monthly disagree with the quarterly	32,650 84
Second quarter of this year, the monthly disagree with the quarterly	13,638 87
Third quarter of this year, the monthly disagree with the quarterly	43,081 66
Fourth quarter of this year, the monthly disagree with the quarterly	33,881 31
1827.	
First quarter of this year, the monthly disagree with the quarterly	42,892 76
Second quarter of this year, the monthly disagree with the quarterly	45,088 06
Third quarter of this year, the monthly disagree with the quarterly	58,363 11
Fourth quarter of this year, the monthly disagree with the quarterly	32,156 59

1828.	
First quarter of this year, the monthly disagree with the quarterly	*\$63,571 64
Second quarter of this year, the monthly disagree with the quarterly	90,564 39
Third quarter of this year, the monthly disagree with the quarterly	45,609 47
Fourth quarter of this year, the monthly disagree with the quarterly	47,562 80
1829.	
Second quarter of this year, the monthly disagree with the quarterly	45,633 96

WASHINGTON CITY, February 26, 1830.

This will certify, that I examined the monthly and quarterly returns made by Miles King, and found the discrepancies between the monthly and quarterly to be as stated in this synopsis. But this examination does not embrace the accounts farther back than 1822.

D. G. SANFORD.

C.

Amount of requisitions drawn by Miles King, late navy agent at Norfolk, Virginia, from the 11th of May to the 5th of August, 1829.

Requisition of May 11, 1829, for	\$17,855 71
Requisition of May 11, 1829, for	5,874 65
Requisition of May 23, 1829, for	6,815 42
Requisition of May 25, 1829, for	3,831 67
Requisition of June 6, 1829, for	7,675 40
Requisition of June 8, 1829, for	41,924 25
Requisition of June 22, 1829, for	44,440 44
Requisition of July 3, 1829, for	19,500 00
Requisition of July 4, 1829, for	2,037 21
Requisition of July 3, 1829, for	8,623 20
Requisition of July 4, 1819, for	2,000 00
Requisition of July 22, 1829, for	45,253 50
Requisition of July 22, 1829, for	8,680 73
Requisition of July 31, 1829, for	1,000 00
Requisition of July 31, 1829, for	2,629 51
Requisition of August 1, 1829, for	2,047 62
Requisition of August 5, 1829, for	4,000 00
Requisition of August 5, 1829, for	6,000 00
	\$230,189 31
Deduct average for three months, per other side	176,762 28
Estimated amount of overdrafts	\$53,427 03

Memorandums of expenditures on the Norfolk station for the year 1829, viz:

By Miles King, from the 1st of January to the 3d of March, 1829	\$164,167 14
By Miles King, from 4th of March to the 30th June, 1829	189,357 43
	$\frac{1}{2}$)8,353,524 57
Average for three months	\$176,762 28
By Miles King, from the 1st of July to the 15th of August, 1829	\$74,797 43
By Nash Legrand, his successor, from the 16th of August to the 30th of September, 1829	80,539 53
By Nash Legrand, from 1st October to 31st of December, 1829	189,187 50
	$\frac{1}{2}$)344,524 46
Average for three months	\$172,262 23

* In this quarter the agent appears to be a creditor in both returns; by the quarterly, the United States appear to owe him \$20,453, and by the monthly he claims \$84,024; the discrepancy is \$63,571. Omitting the sum of \$63,571, leaves an average discrepancy of \$37,886.

The first disagreement in the agent's balances occurred in 1822, and furnishes the strongest ground for suspecting it the result of design of any of these extraordinary documents; for, from the 1st of April to the 31st of December, a period of nine months, no monthly returns were made, but the whole nine made up and transmitted at one time, and on the same day with the quarterly; the monthly exhibiting a balance due to the agent of \$7,758.85, whilst the quarterly admits a balance due to the Department of \$16,469, making \$24,128.85. As it is not reasonable to suppose these documents were transmitted without some examination, and a very transient one would have been sufficient to have detected a defect so glaring, the inference is irresistible that it was done to subserve some particular private end.

In the monthly returns for this year, there is a debit of \$6,500 for "special service," which does not appear in the quarterly accounts. (a)

(a) Note added on the 26th day of February, 1830 —Subsequent to the making up the foregoing statement, I was in Norfolk, and saw, on Mr. King's book, charges for small vessels bought for Commodore Porter, to cruise against the pirates, and corresponds to the item under the head of "special service," so that this part of the remark is neutralized.

D. G. SANFORD.

D.

NAVY DEPARTMENT, *October 30, 1829.*

SIR: Since perusing your letter of the 9th instant, to Nash Legrand, Esq., navy agent at Norfolk, I have examined the account current of Miles King, Esq., late navy agent, with the Branch Bank of the United States at Norfolk, for the months of June, July and August, 1829, showing a balance of \$40,144.17 against the late agent.

From a cursory inspection of the accounts of the late agent, as settled in the Treasury Department, it appears that he obtained credit for the whole, or principal items charged against him in the account with the bank.

Under these circumstances, I am not aware that the Department can afford any aid or facilities to the bank in the liquidation of the aforesaid balance.

JOHN BRANCH.

GEORGE NEWTON, Esq., *President, Office Bank U. S., Norfolk.*OFFICE BANK UNITED STATES, *Norfolk, Oct. 9, 1829.*

SIR: I cheerfully comply with the request of the Secretary of the Navy, communicated in your note of this date. The claim of this office against the government, amounting to \$40,144.17, arises out of advances made to the late navy agent, to enable him to meet demands against the Navy Department for supplies of timber, provisions, bread, ship chandlery, pay of seamen, mechanics, laborers, &c., furnished and employed at the navy yard and dry dock.

These advances have been made solely on government account, and to subserve the public interest, in accordance with a practice commencing with the establishment of this office, as will be seen by reference to our returns, made weekly to the Secretary of the Treasury and the Treasurer of the United States. In most instances, requisitions regularly made and approved were exhibited at this office, to show the objects for which money was required, upon which, in order to prevent any detriment to the public interest or naval service, advances have been made, even when there has been no money at the credit of the navy agent, or Treasurer of the United States. Besides being made acquainted with the objects for which money was required, it was known from day to day, on the payment of the checks of the late agent, that the money advanced was expended for naval purposes; and these checks, specifying the object for which given, drawn to order and receipted, are in possession of the office, in evidence of the claim against the government, and of the application of the money on their account.

I will take leave to say that, in all instances where advances have been made to public agents, and particularly in the case of the late agent, the weekly returns made to the Navy Department exhibit the amount advanced, and a reference to our last weekly return will show that the amount stated to be due, still remains unpaid.

I am, with much respect, your obedient servant,
NASH LEGRAND, Esq., *Navy Agent.*

GEO. NEWTON, *President.*

D.

Miles King, navy agent, in account with Branch Bank United States, Norfolk.

Our No.	Date of checks.	Date of payment.	Specification.	Amount.
	1829.	1829.	<i>Dr.</i>	
1	June 8.	June 19.	M. A. Davis, balance of pay.....	\$7 48
2	June 18.	do	J. McPhail, live oak timber, navy yard.....	2,316 00
3	June 19.	do	W. Gardner, oakum, at navy yard.....	12 35
4	do	do	E. Ingram, traveling expenses, Philadelphia to Norfolk.....	54 90
5	do	do	C. Cassell, flags for Constitution.....	149 00
6	do	do	W. C. Burroughs, pine timber, navy yard.....	239 46
7	June 20.	June 20.	Huestis, tools for Constitution.....	111 03
8	do	do	W. Denby, firewood for Constitution.....	70 00
9	June 19.	do	R. Gervais, keeping a gray horse.....	2 00
10	June 18.	do	M. Cooke, timber at navy yard.....	5,000 00
11	June 12.	do	L. Russell, castings for dry dock.....	38 64
12	June 1.	June 22.	A. Armstrong, allotment.....	25 00
13	June 22.	do	Fitzgerald, pay of mechanics, &c.....	9,229 32
14	June 3.	do	Lacost, three allotments.....	48 00
15	June 12.	do	R. B. Butt, pine timber, plank, dry dock.....	818 44
16	June 22.	do	W. H. Bell, traveling expenses, Washington to Norfolk.....	34 35
17	June 20.	do	W. O. Shade, traveling expenses, Washington to Norfolk.....	34 35
18	June 23.	June 23.	Mary Cooke, allotment.....	10 00
19	June 22.	do	A. Galt, glass for Constitution.....	42 18
20	June 20.	do	T. Burke, picking oakum.....	9 80
21	June 24.	June 24.	S. Meckins, stone at navy yard.....	213 75
22	June 23.	do	R. Chapman, hose for Constitution and navy yard.....	95 50
23	do	do	C. Hatcher, bathing tub for Guerriere.....	8 00

D.—Account—Continued.

Our No.	Date of checks.	Date of payment.	Specification.	Amount.
24	June 25.	June 25.	J. S. Taylor, traveling expenses from Chapel Hill.....	\$35 70
25	do	do	T. Owens, logs for dry dock.....	151 78
26	do	do	J. R. Bowie, traveling expenses from Annapolis.....	28 90
27	do	June 26.	C. Claiborne, traveling expenses.....	35 25
28	June 23.	do	J. Price, pilotage ship Erie.....	20 25
29	do	do	W. Herron, leather hose for Constitution.....	57 58
30	June 25.	do	John Wise, stone, navy yard.....	133 10
31	June 20.	June 27.	Overman, white oak logs, dry dock.....	59 25
32	June 27.	do	Richardson, wood and pickles, Constitution.....	29 10
33	June 24.	do	S. Russell, castings for Constitution.....	99 18
34	June 16.	do	Richardson, white oak butts.....	3 00
35	June 25.	do	J. T. Corran, sundries, Constitution.....	125 63
36	June 29.	June 29.	L. Ogden, traveling expenses for Constitution.....	87 75
37	do	do	S. E. Mann, traveling expenses, Baltimore to Norfolk..	40 00
38	June 28.	do	Humphries, traveling expenses, Philadelphia to Norfolk.	54 90
39	June 29.	do	W. B. Line, pay, per Fourth Auditor's order.....	84 15
40	June 30.	June 30.	McConico, postage public letters, &c.....	26 60
41	do	do	E. Knox, freight, sundries, from Washington to Norfolk	136 20
42	July 1.	July 1.	S. Hunter, allotment.....	6 00
43	do	do	D. Bancrft, transporting 22 marines from Philadelphia to Norfolk.....	88 00
44	June 1.	do	M. Pritchett, allotment.....	5 00
45	do	do	M. Pritchett, allotment.....	5 00
46	July 1.	do	Extra rent, &c., allowed to 3d June.....	500 00
47	do	do	Churchward & Son, balance of account.....	47 83
48	June 27.	do	M. Edwards, making flags, Constitution.....	12 50
49	do	July 2.	D. Porter, traveling expenses, Chester to Norfolk.....	52 65
50	June 30.	do	W. McBlair, traveling expenses from Baltimore to Norfolk	40 65
51	June 27.	do	S. Decatur, traveling expenses from Portsmouth to Norfolk.....	110 25
52	June 26.	do	D. Griffith, corn for dry dock.....	25 00
53	July 3.	July 3.	E. Cowdery, allotment.....	50 00
54	do	do	E. C. Wines, traveling expenses from Washington.....	34 35
55	do	do	Thos. Nash, on account timber, navy yard.....	150 00
56	do	do	T. R. Fuller, traveling expenses from Boston.....	99 25
57	do	do	Fitzgerald, mechanics, laborers, &c.....	3,455 13
58	do	do	P. Fisher, allotment.....	15 00
59	do	do	Buchanan's traveling expenses from New York to Norfolk	69 45
60	July 2.	do	A. Etheridge, traveling expenses from Philadelphia to Norfolk.....	56 10
61	do	do	F. Deas, traveling expenses, per Fourth Auditor's letter	56 10
62	July 3.	do	W. Jamison, recruiting service.....	1,000 00
63	July 1.	do	Lucey A. Pierce, allotment.....	6 00
64	July 3.	do	Lieut. Wolsey, traveling expenses from Norfolk to New York.....	69 45
65	do	do	H. Stephenson, magazine dresses for Constitution.....	9 50
66	do	do	W. Richardson, hay for navy yard.....	65 33
67	do	do	Capron & Tunstall, ship chandlery.....	553 55
68	June 30.	do	J. Wiser, stone at navy yard.....	118 80
69	July 3.	do	Wm. Francis, sundries furnished navy yard.....	400 00
70	June 27.	do	T. F. Andrews, medicines.....	80 28
71	July 3.	do	S. Russell, castings for Constitution.....	47 44
72	July 4.	July 6.	Thornton, pay ship Erie.....	1,000 00
73	July 1.	do	Mrs. Burns, allotment.....	12 50
74	July 6.	do	H. Singleton, on account magazine contract.....	200 00
75	do	do	H. Singleton, hire of horse and cart, dry dock.....	217 50
76	June 1.	do	F. De Master, allotment.....	9 00
77	do	do	F. De Master, allotment.....	9 00
78	July 6.	do	C. O. Handy, in payment of requisition.....	5,000 00
79	do	do	Max. Herbert, white oak, yellow pine plank, N. Y. G....	1,232 22
80	do	do	Wm. Pearson, traveling expenses from Philadelphia...	56 10
81	do	do	John Roberts, navy hospital, Constellation.....	75 50
82	July 7.	July 7.	To Ketchum, transportation of seamen.....	175 85
83	July 1.	do	C. B. Scott, allotment.....	50 00
84	July 6.	do	J. Woodward, furniture for different vessels.....	63 00
85	July 7.	do	Geo. Williamson, white oak plank and stocks, navy yard	146 48
86	do	do	Margaret Russ, allotment.....	6 00
87	July 1.	do	Margaret Russ, allotment.....	6 00
88	July 3.	do	Wm. Truss, timber at navy yard.....	157 04
89	July 7.	do	H. Paulding, traveling expenses from Philadelphia...	56 10
90	do	do	A. Briggs, transporting articles to navy yard.....	7 00
91	July 8.	July 8.	B. Homans, allotment.....	40 00
92	do	do	D. Cameron, traveling expenses from Marietta.....	52 20

D.—Account—Continued.

Our No.	Date of checks.	Date of payment.	Specification.	Amount.
93	June 1.	July 8.	Geoffery, allotment.....	\$6 00
94	do	do	Geoffery, allotment.....	6 00
95	do	do	Geoffery, allotment.....	6 00
96	July 1.	do	J. Marden, allotments.....	296 50
97	July 9.	July 9.	F. Edwards, curtains for Guerriere.....	22 00
98	do	do	Thos. Coote, beef and vegetables for Eric.....	48 96
99	July 6.	do	W. Ward, beef, &c., for navy hospital.....	178 14
100	June 30.	July 10.	J. T. Corran, coffee for Constitution.....	13 50
101	July 6.	do	J. T. Corran, hospital stores.....	63 49
102	July 8.	do	Higgins, ship chandlery.....	5,000 00
103	July 10.	do	J. W. Bowen, wharf logs for dry dock.....	215 77
104	July 6.	do	J. Menzier, traveling expenses from Washington.....	34 35
105	July 10.	do	L. Chase, transportation officers and seamen from Charles- ton.....	188 00
106	July 4.	July 11.	Fitzgerald, pay of navy guard.....	6,026 21
107	do	do	C. A. Thompson, traveling expenses to New York.....	68 42
108	July 1.	do	W. C. Shields, allotment from T. T. Webb.....	60 00
109	do	do	McCawley, allotment.....	30 00
110	July 11.	do	J. J. Bagle, traveling expenses from Washington.....	35 25
111	do	do	Samuel Davis, pilotage ship Eric.....	85 20
112	July 1.	do	G. W. Arnistead, allotment.....	12 00
113	July 6.	do	W. Richardson, picking oakum.....	9 70
114	July 1.	do	E. Pennock, allotment.....	9 00
115	July 1.	do	W. Morris, allotments.....	21 00
116	do	do	W. Morris, allotments.....	6 00
117	July 7.	do	T. B. Seymour, corn and oats, navy yard stock.....	51 50
118	July 10.	do	Churchward & Sons, on acct. raisins.....	70 00
119	July 13.	July 13.	C. O. Handy, pay, &c., Constellation.....	14,500 00
120	July 11.	do	L. Baldwin, quarter's salary to 1st July.....	1,367 14
121	July 13.	do	J. Rodgers, traveling expenses from Washington.....	35 25
122	do	do	Jos. Grice, live oak timber, navy yard.....	3,444 35
123	do	do	F. Santjau, sundries for Constellation.....	148 00
124	do	do	D. M. Thornton, pay of ship Eric.....	3,000 00
125	July 1.	do	Peggy Scott, allotment.....	2 00
126	July 13.	July 14.	W. Ward, beef, &c., for Alert.....	259 84
127	July 10.	do	Capt. Wadsworth, traveling expenses from Washington.....	35 25
128	July 13.	do	W. Swift, traveling expenses from Philadelphia.....	69 45
129	July 14.	do	De Bree, pay, &c., Alert.....	2,500 00
130	July 13.	do	G. T. Kemm, medicines, Constellation.....	848 05
131	June 19.	do	R. H. Callhoun, traveling expenses from Philadelphia.....	54 90
132	July 13.	do	Geo. Ott, bread for Naval hospital.....	175 56
133	July 1.	do	A. Clark, allotment.....	15 00
134	July 13.	do	Allyn & Robertson, sundry articles, Constellation.....	28 56
135	July 14.	do	W. Richardson, sundry articles Constellation.....	37 87
136	July 15.	do	Seading & B—, live oak, under contract.....	3,189 40
137	do	do	R. C. Jennings, pitchers, Constellation.....	4 50
138	do	do	R. A. Dickson, stone for ship house No. 1.....	155 10
139	do	do	Julia Pierce, allotment.....	6 00
140	July 16.	do	W. Portlock, piles, dry dock.....	188 13
141	July 1.	do	D. Toomer, allotment.....	14 00
142	July 16.	do	Commission, in payment for quarter to 30th Sept.....	250 00
143	do	do	T. B. West, extra clerk hire.....	75 00
144	July 8.	do	A. B. Micks, allotment.....	26 00
145	July 16.	July 17.	Churchward, pay, dry dock.....	10 67
146	July 17.	do	E. Lee, making twine.....	88 00
147	do	do	S. Harris, on acct. bread.....	500 00
148	July 16.	do	S. Harris, for Rio station.....	1,117 50
149	July 13.	do	J. T. Corran, freight of stone.....	63 50
150	July 17.	do	J. Thompson, on acct. stone, navy yard.....	50 00
151	do	do	Mecklin, on acct. salary.....	150 00
152	do	do	H. Owens, freight of stone for ship house.....	43 00
153	do	do	J. Stavro, sand for navy yard.....	115 95
154	do	do	J. Hodges, bricks at navy yard.....	937 99
155	July 18.	July 18.	T. Parker, wood for dry dock.....	8 50
156	do	do	Jas. Thomas, pilotage, Constellation.....	118 50
157	do	do	Thos. Nash, collateral security.....	93 47
158	do	do	P. Heron, timber under contract.....	454 23
159	July 15.	do	T. Graham, bread under contract.....	2,000 00
160	July 14.	do	A. Wilson, coal, dry dock.....	151 50
161	July 17.	do	A. Wilson, coal, for different vessels.....	705 98
162	July 18.	do	C. Hall, stationery furnished.....	500 00
163	July 17.	do	J. Marden, pay as clerk.....	100 00
164	July 15.	do	Wm. Loyall, on acct. provisions.....	1,000 00

D.—Account—Continued.

Our No.	Date of checks.	Date of payment.	Specification.	Amount.
165	July 18.	July 18.	G. White, basins and ewers for Constellation	\$7 50
166	do	do	G. White, sundries for Constellation	24 37
167	July 14.	do	T. B. Seymour, corn and oats, dry dock	40 00
168	July 18.	July 20.	T. H. Mitchell, stone for foundation ship house	101 20
169	July 20.	do	C. Reid, timber, under M. Herbert's contract	107 59
170	July 21.	July 21.	D. Myers, freight of stone, ship house	58 50
171	do	do	D. Smith, three months' pay	135 00
172	July 15.	July 22.	Hartsborne, traveling expenses, W. Leigh, from Richmond	21 00
173	July 22.	do	James Cornick, pay, per Fourth Auditor's letter	134 42
174	July 13.	do	Transportation Co., for transportation of a gun from Baltimore	3 00
175	July 18.	do	J. Nicholson, postage public letters	6 60
176	July 23.	July 23.	A. C. Anderson, knives and forks, Constellation	4 00
177	July 21.	do	Thomas Glenn, allotment	9 50
178	July 23.	do	Mr. Edwards, making curtains for Constellation	42 75
179	July 22.	do	Schooner Agenora, freight of pork from New York	120 00
180	July 23.	do	R. Chapman, saddlery for dry dock	51 85
181	do	do	L. Kellum, freight of stone for the well of navy yard	61 00
182	July 22.	July 24.	Mrs. Gardner, allotment	50 00
183	July 14.	July 25.	F. Houser, carpenter's tools for shipment to Pensacola	30 00
184	July 23.	do	R. Randall, allotment	5 00
185	July 25.	do	F. Gordon, stone at navy yard	297 53
186	July 22.	do	A. Cooper, hams for Constellation	18 50
187	July 23.	do	J. A. Barron, sheep skins, shipment to Pensacola	15 00
188	July 26.	do	G. Kennon, medicines for Constellation	20 99
189	July 1.	July 27.	C. Murphy, allotment	9 00
190	June 1.	do	C. Murphy, allotment	9 00
191	do	do	C. Murphy, allotment	9 00
192	do	do	C. Murphy, allotment	9 00
193	do	do	C. Murphy, allotment	9 00
194	do	do	C. Murphy, allotment	9 00
195	July 27.	do	Moses Taylor, picking oakum	5 35
196	July 28.	July 28.	M. Edwards, making boat cushions, &c.	51 00
197	July 29.	July 29.	Samuel Keen, stone for ship house	154 08
198	July 27.	do	Thos. Gordon, oak plank, dry dock	23 85
199	July 30.	July 30.	E. Knox, freight, sundries, from Washington to navy yard	110 49
200	do	do	J. Noble, for Pensacola station	12 75
201	do	do	W. Babbington, for transporting box and crate from Philadelphia	4 59
202	July 28.	do	Dowland, sand for ship house	29 30
203	July 31.	July 31.	Mrs. Stephenson, allotment	15 00
204	July 30.	Aug. 1.	G. T. Kennon, medicine for Naval hospital	87 89
205	Aug. 1.	do	B. Homan, allotment	40 00
206	do	do	M. Etheridge, allotment	2 00
207	do	do	M. Godolphi, allotment	9 00
208	do	do	N. Anderson, allotment	5 00
209	do	do	John Caldwell, bricks for timber sheds	36 07
210	do	do	Alice Perry, allotment	9 00
211	do	do	Ann Nelson, allotment	8 00
212	do	do	Ann Goulden, allotment	5 00
213	do	do	S. Bell, allotment	5 00
214	do	do	Sarah Brown, allotment	6 00
215	do	do	E. Francis, allotment	4 00
216	do	do	Susan Lang, allotment	6 00
217	do	do	M. Kennedy, traveling expenses from this to New York	68 40
218	do	do	E. Williams, allotment	5 00
219	do	do	Helen Martin, allotment	4 00
220	do	do	Charlotte Murphy, allotment	9 00
221	do	do	Thomas Glenn, allotment	9 50
222	do	do	C. Barritt, allotment	9 50
223	do	do	W. Morris, allotment	21 00
224	do	do	L. A. Pierce, allotment	6 00
225	do	do	H. B. Reardon, allotment	40 00
226	do	do	Ann Jarvis, allotment	6 00
227	do	do	Thos. Owens, sundries for Naval hospital at Pensacola	184 76
228	do	do	E. Rodd, allotment	4 00
229	do	do	S. C. Farragut, allotment	25 00
230	do	Aug. 3.	Betsey King, allotment	6 00
231	do	do	Betsey King, allotment	5 00
232	do	do	F. M. E. Barnes, allotment	12 50
233	do	do	P. Fisher, allotment	15 00

D.—Account—Continued.

Our No.	Date of checks.	Date of payment.	Specification.	Amount.
234	Aug. 1.	Aug. 1.	R. Loaden, allotment	\$5 00
235	do	Aug. 4.	L. Santijan, allotment	6 00
236	July 4.	do	James Hart, freight	66
237	Aug. 4.	Aug. 5.	P. Lugg, timber delivered by M. Cooke	283 19
238	do	do	S. Russell, cast iron for navy yard	60 00
239	do	do	G. W. Armistead, allotment	12 00
240	Aug. 5.	do	Thos. Owens, wharf logs, dry dock	90 44
241	Aug. 1.	do	Ann B. Micks, allotment	13 00
242	do	do	W. C. Shield, allotment	60 00
243	June 1.	do	Jane Bright, allotment	5 00
244	July 1.	do	Jane Bright, allotment	5 00
245	Aug. 1.	do	Jane Bright, allotment	5 00
246	do	Aug. 6.	Sarah Hunter, allotment	6 00
247	Aug. 6.	do	Gideon Bowley, for transportation of beef from Boston	115 00
248	Aug. 1.	Aug. 7.	L. Dudley, allotment	8 00
249	do	do	W. F. Jones, allotment	50 00
250	do	do	C. B. Scott, allotment	50 00
251	do	Aug. 8.	F. Demaster, allotment	9 00
252	do	do	E. Pennock, allotment	9 00
253	Aug. 4.	do	S. Harris, navy bread	400 00
254	Aug. 6.	do	M. Lumm, allotment	5 00
255	do	do	S. Langley, turning brasses for compasses	8 00
256	do	do	James Carnes, allotment	18 00
257	Aug. 7.	do	J. Kyle, carpeting for Constellation	83 92
258	Aug. 10.	Aug. 10.	J. L. Levantra, on account magazine contract	194 20
259	Aug. 4.	do	J. Williamson, laying stone foundation, ship house	106 00
260	June 1.	do	E. Crane, allotment	50 00
261	July 1.	do	E. Crane, allotment	50 00
262	Aug. 1.	do	E. Crane, allotment	50 00
263	July 1.	do	H. M. Stridling, allotment	35 00
264	Aug. 1.	do	H. M. Stridling, allotment	35 00
265	do	do	La Coste, allotment	18 00
266	July 1.	do	La Coste, allotment	18 00
267	do	Aug. 11.	E. Hill, allotment	10 00
268	Aug. 10.	Aug. 12.	A. A. Gilbert, hay and augers, dry dock	45 18
269	do	do	Thos. Parker, pine wood, dry dock	77 50
270	Aug. 1.	do	A. Clarke, allotment	15 00
271	do	do	Peggy Scott, allotment	2 00
272	Aug. 13.	Aug. 14.	W. Richardson cut nails for navy yard and ship Eric	59 11
273	do	do	M. Conshen, traveling expenses	8 00
274	do	do	J. V. Smith, traveling expenses	15 15
275	Aug. 14.	do	J. W. Smith, traveling expenses	8 00
276	Aug. 1.	do	John Luke, allotment	10 00
277	do	do	A. H. Macklin, traveling expenses	13 70
278	do	Aug. 15.	T. B. Seymour, corn and oats for navy yard and dry dock stock	142 50
279	do	do	Cowdery, allotment	50 00
280	Aug. 15.	do	G. White, cups and saucers for Africans going to Liberia	2 46
281	Aug. 1.	Aug. 17.	S. P. Zantzinger, allotment	60 00
282	do	do	D. Towner, allotment	14 00
283	do	do	Hartshorne & Co., allotment	10 00
284	Aug. 15.	do	Edwards, boat cushions for Alert	18 37
285	Aug. 18.	Aug. 18.	Lucy Cooke, allotment for September	5 00
286	Aug. 12.	Aug. 21.	Transportation Co., for transportation of a quadrant from Baltimore	1 18
287	July 18.	Aug. 28.	T. Parker, wood for dry dock	70 00
				\$91,763 35
<i>Cr.</i>				
	July 7.	June 18.	Balance in bank this day	\$2,414 28
		July 7.	By cash received for condemned articles	600 00
		July 10.	By warrant No. 159 on this office	19,092 29
		July 15.	By warrant No. 176 on this office	7,675 40
		do	By warrant No. 189 on this office	19,500 00
		do	By warrant No. 209 on this office	2,037 21
		July 20.	By cash for condemned articles	300 00
				\$51,619 18
To balance, as above				\$40,144 17

JOSEPH L. ROBERTS, *Cashier.*

21ST CONGRESS.]

No. 425.

[1ST SESSION.]

EXPLANATION OF THE ACCOUNTS AND VOUCHERS OF JOHN B. TIMBERLAKE AND OF
LIEUTENANT ROBERT B. RANDOLPH, AS PURSER AND ACTING PURSER OF THE
FRIGATE CONSTITUTION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 28, 1830.

NAVY DEPARTMENT, *May 27, 1830.*

SIR: In further compliance with the resolution of the House of Representatives, of the 15th instant, I have the honor to submit the accompanying report and documents from the Fourth Auditor of the Treasury, in answer to that portion of the resolution which relates to the accounts of John B. Timberlake, deceased, formerly a purser in the navy of the United States.

I have the honor to be, very respectfully, sir, your obedient servant,

JNO. BRANCH.

THE HON. ANDREW STEVENSON, *Speaker of the House of Representatives.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, May 25, 1830.*

SIR: I have now the honor to submit to you all the information which appears to be required from this office, in reply to so much of the resolution of the House of Representatives, by you referred to me, as relates to the accounts of John B. Timberlake and Lieutenant Robert B. Randolph, late purser and acting purser of the frigate Constitution.

To save time, I have taken the liberty to copy a portion of a report already made to you on this subject, dated 22d February, 1830, which is as follows, viz:

"John B. Timberlake commenced his duties as purser of the frigate Constitution on the 28th June, 1824, and died at Port Mahon on the 2d April, 1828.

"Lieutenant Robert B. Randolph succeeded him as acting purser. The ship arrived at Boston on the 1st July, 1828, and the crew were paid off on the 15th August.

"On the 28th of September, 1828, Lieutenant Randolph delivered to Tobias Watkins, then Fourth Auditor, the books, papers and accounts of Mr. Timberlake, together with his own. An examination of Mr. Timberlake's papers took place and, as was then said, all the private letters and papers were delivered to Mrs. Timberlake. On the 27th October ensuing, Lieutenant Randolph's account as acting purser was closed and reported, while the previous account of Mr. Timberlake remained untouched.

"I entered this office March 23, 1829. Mr. Timberlake's accounts were in the care of Mr. Ezekiel Macdaniel, then at the head of the purser's department, by whom they were given to Mr. James H. Handy, for settlement. Mr. Handy progressed with the examination of the account, which he found in a most deranged condition, and submitted to me a few of the vouchers for my decision.

"On the 29th July I left the city for the purpose of bringing my family from Kentucky. Mr. Thomas H. Gilliss, chief clerk, was appointed by the President to act as Fourth Auditor in my absence. On the 13th August, he reported Mr. Timberlake's account, exhibiting against him a balance of \$17,241.03. Finding that some appropriate credits had been omitted on the 11th September, he again reported the account, exhibiting against Mr. Timberlake a balance of \$14,373. 59.

"On the 12th October I resumed my duties as Fourth Auditor. A few days afterwards you called at my office and inquired whether there were among Mr. Timberlake's papers letters from any persons showing that the former had made to the latter remittances of money from the Mediterranean. I inquired of Mr. Handy, and he put into my hand a file of private letters which he said he had found among Mr. Timberlake's papers, among which were three from Major Eaton. After perusing them, I made inquiry of Major Eaton, relative to the transactions to which they referred. He gave me a full detail; read an article dated, I think, in 1823, stating the purposes for which he had become the purchaser of the property alluded to; showed me a book in which Mr. Timberlake had charged him with the amount of the remittances and given a credit, all, I believe, in his own hand; and said he should be ready to pay over the balance to the government when it should be ascertained that Mr. Timberlake was in truth a public debtor, which he doubted. At my request Major Eaton has reduced to writing the statement made to me, which is herewith submitted, marked A, B. I also submit so much of his private letters to Mr. Timberlake, found in this office, (having obtained his consent) as relates to his pecuniary transactions with that gentleman, marked C, D, E. These, with a copy of a letter to the Secretary of the Navy, marked F, constitute, I believe, all the information possessed by me relative to the responsibility of any person or persons for the balances reported to be due from John B. Timberlake. I do not, to this hour, know who are his securities in his official bond. Such papers are lodged in your Department, and as it is no part of my duty to take steps for the recovery of balances due to the government, either from principals or securities, I have had no inducement to inquire who Mr. Timberlake's securities were.

"In others of the private letters delivered to me, there are evidences of considerable amounts of property owned by Mr. Timberlake, in the United States, at the time of their date. The information may be useful, if it shall become necessary to take steps for the recovery of the balances reported to be due; and it will not be concealed by me.

"I deem it my peculiar duty to see that all settlements made in my office are fair and honest. The confidence with which the family of Mr. Timberlake asserted that there must be error or fraud in the settlement of his account, induced me to give it a full investigation. At the first step, I found that he had not credit for a dollar left on board at the time of his death. Deeming it improbable that a purser of so large a ship should die in a distant sea, entirely moneyless, I applied for information to Commodore Patterson, one of the present Navy Board, who commanded the ship. He informed me that Mr. Timberlake had left a large sum of money and other property, at the time of his death; that he directed inventories to be taken of the whole; and he expressed much surprise that credits had not been given, and that

the inventories were not in my office. A few days afterwards, he put into my hands a letter from Lieutenant E. A. F. Vallette, whom he had directed to cause inventories to be taken, dated November 16, 1829, of which the following is an extract:

"Your order to me to have inventories taken of all on public account, and amount of cash in the purser's department, at the death of Mr. Timberlake, was strictly complied with. Mr. Paine, and Lord, and Mr. Norman attended to that duty, leaving one copy in the chest, box, &c., containing the articles, and furnishing Mr. Randolph with another."

"No inventory was to be found in this office, and the clerks, who had settled Randolph's and Timberlake's accounts, assured me that they had never seen or heard of any. Mr. Handy brought me Mr. Timberlake's letter book, from which had been cut more than twenty leaves, with no conceivable motive but to suppress evidence connected with his account; and he told me that it was in that condition when he first saw it.

"I communicated these facts to Lieutenant Randolph. He declared that he was ignorant of the existence of any inventory; but admitted that Mr. Timberlake left a sum of money, which, he alleged, he had expended in paying T.'s public debts in the Mediterranean. He did not state the amount of money, nor specify any one debt which he paid; but said that Mr. Thomas Norman, of New York, who had attended to his business, could explain the whole matter; and promised to procure his attendance.

"Not having seen Lieutenant Randolph for about a month, and hearing nothing from Mr. Norman, I wrote to you, on the 22d January last, requesting you to order Lieutenant Randolph, Lieutenant Vallette, and others, who were supposed to know something of the money and property left by Mr. Timberlake, to repair to this city. Lieutenant Randolph soon after reported himself to you, and, as you informed me, admitted that the money left by Mr. Timberlake exceeded ten thousand dollars. Lieutenant Vallette, shortly after, informed me that Lieutenant Randolph recently told him it exceeded eleven thousand.

"Not wishing to act singly in an affair so delicate and important, and presuming that the Second Comptroller might have to decide on the case, I suggested to the President the expediency of requesting him and Commodore Patterson, who commanded the ship, to aid me in the investigation. On the 12th instant, we examined Lieutenants Randolph, Vallette, and Tallmadge. The statement of Lieutenant Randolph was not closed, because it was intended to question him further, after examining the other gentlemen; but he was called out on business, and did not return on that day. Commodore Patterson has, at my request, also made out a statement, and, on delivering it to me, said he was confident the amount of money was nearer twelve thousand than eleven. I also submit the statements of Mr. Getty and Mr. Handy, the two clerks who settled the accounts of Lieutenant Randolph and Mr. Timberlake, (G, H, J, K, L, M.)

"Lieutenant Randolph assured me that he had endeavored to procure the attendance of Mr. Norman, and had sent money to pay his traveling expenses. I inquired whether my writing to him would expedite his arrival, and was answered that it probably would, if I would promise that his traveling expenses should be paid by the government. After consulting you, on the — instant, I wrote him to that effect. In reply, I received two letters; one from Mrs. Norman, stating that her husband was ill, but would come on as soon as he was able; the other from Mr. Norman, a few days subsequent in date, in which he informed me he could not come without an advance of his traveling expenses.

"In the meantime, doubting whether his attendance could be procured in this city, I took steps to have him interrogated in New York. On the 22d instant, I received from J. K. Paulding, Esq., navy agent in that city, a letter dated 18th instant, of which the following is an extract:

"After the receipt of your letter, enclosing the queries of Com. Patterson, I concluded to send and request Mr. Norman that he would call and see me at my office, and he came this morning. On my stating to him the reasons for my requesting this interview, his reply was, that he knew nothing on the subject of the money or property left by Mr. Timberlake, except having understood, generally, that there was some money and property. What became of it he could not tell. He neither assisted in counting the one, or taking an inventory of the other."

"A few minutes after I had received this letter, I received word from Lieut. Randolph, through Lieut. Bell, that Mr. Norman was in the city, and that he would introduce him to me next morning. I did not see him until this day. He now alleges that Mr. Timberlake's money, which was counted on the 2d or 3d of April, 1828, was paid away, or at least a part of it, on his pay-roll, which is dated and closed on the 31st March, and Lieut. Randolph requests access to the papers and pay-roll of Timberlake, all dated before his death, for the purpose of selecting items and making out an account current, to show what was done with the money left by him. On consultation, Com. Patterson, the Second Comptroller, and myself were unanimously of opinion that access ought not to be granted, unless some general description could first be given of the items claimed, and some facts stated tending to show the probability of a claim which contradicts all the records and papers—which was never before heard of by the other officers of the ship, and which is wholly inconsistent with Mr. Norman's declarations to Mr. Paulding.

"Supposing it possible that something which might throw light on the subject had been overlooked, I recently directed two of my clerks, Messrs. Handy and Rives, carefully to examine Mr. Timberlake's books and papers, one by one. The only material result was the discovery that Mr. Timberlake's latest account book with the officers of the ship, a book often referred to in the papers, and very essential to an investigation of his accounts, was also missing.

"It is impossible, as yet, to determine what balance, if any, is due from Mr. Timberlake to the government. In various settlements of his accounts, there have been suspensions to the amount of many thousand dollars, a portion of which may ultimately come to his credit; but that is a branch of the subject I have not investigated.

"Upon these facts, sir, you and the Senate may be able to form some opinion upon the subjects of their inquiry.

"The means by which you and myself first received information of the existence of Major Eaton's letters, now on file in this office, and the motive of our informant, appear to me to constitute an essential part of the history of this transaction. It is proved that those letters were read aloud in the office, and copies taken out. It was by an anonymous letter which you showed to me, that you first became apprised of their existence. A few days afterwards I received one, of which the following is a copy:

"SIR: You are very vigilant in discovering abuses among public officers as to money matters, but why vent your spleen on worms? Even these can turn, as you may find out. Let me say to you, inquire what became of the money drawn by Purser Timberlake, that was paid to Major Eaton, who undertook the guardianship of his children, and the management of his property, for the sake of *his wife*. Take a peep into *the bank*; see if you can find who bought the house, and where the money came from. You are the man to find out, and your own office and the bank can throw much light on these matters.

"PAUL PRY."

"I always distrust the man who professes to give me information anonymously. *The motive of this informer is seen in the following copy of an anonymous letter, received by Major Eaton on the same day:*

"SIR: I have written a letter to Mr. Kendall about the money that paid for O'Neal's houses; you know what I mean! Revenge is sweet, and I have you in my power, and I will roast you, and boil you, and bake you; and I hope you may long live to prolong my pleasure. Lay not the flattering unction to your soul that you can escape me. I would not that death or any other evil thing should take you from my grasp for half the world.

"IAGO."

"These two letters, and that to yourself, are found on comparison to be written in the same disguised hand. Who it is that would make you and me, in the performance of our official duties, the instruments of his *sweet revenge*, I know not. But I cannot help asking myself, whether he who took copies of Major Eaton's letters from the office did not know at the time the use which was to be made of them? Did he not then know that Mr. Timberlake was to be reported a defaulter, and intend to use those letters precisely as he has done? How could he know that Mr. Timberlake would be a defaulter unless he also knew that means had been taken to make him one? Were these means the withdrawing of the inventories, the mutilation of the letter book, and I know not what other devices to deprive Mr. Timberlake of his just credits? Why were the copies held in silence until he was reported a defaulter? Why were the anonymous letters then written to us, and, simultaneously, the existence of Major Eaton's letters publicly divulged, copies multiplied, and dark surmises scattered abroad in 'Letters from Washington.'

"I would not willingly aid the designs of one who exults in the anticipation of inflicting lasting tortments, whoever might be his victim. Wrong I would not do, even to disappoint a spirit so malignant; but, it would delight me if, by doing right, I could disappoint those who, to gratify the sweets of revenge, slander the living and rob the dead. I have done, and will do, all I can to develop this dark transaction; and while I will do nothing to shield Major Eaton from any just responsibility to this government, I will not be deterred from doing justice to him or any other man by the threats of 'worms' or fiends—open enemies or masked assassins.

"I hope, sir, this affair will be investigated by a tribunal possessing more power than I do, and that *facts, motives, and names* will be fully disclosed.

"Very respectfully, your obedient servant,

"AMOS KENDALL.

"SECRETARY of the Navy.

"P. S., FEBRUARY 26.—My report has been delayed by a desire to send with it all which could be adduced by Lieutenant Randolph in explanation. With that view I submit a copy of Mr. Norman's evidence, given yesterday, marked N. I will not express an opinion as to its weight. If correct, how striking is the illustration of the evils attending a *departure from truth* in dates and forms! If the alleged payments were made by Lieutenant Randolph, and the receipts had truly stated *when and by whom* they were made, suspicion could not have touched him. But how can public authorities receive oral statements which contradict books, papers, and receipts? I hope the case will be turned over to the courts of justice, where all parties may be examined in the most solemn form."

On the 24th February, the date of the report from which the foregoing is extracted, Lieutenant Randolph called at my office and inquired whether I had determined not to let his clerk, Mr. Norman, have access to Mr. Timberlake's books and papers to enable him to make out an account current, for the purpose of showing what disposition he had made of Mr. Timberlake's money. I informed him that it was the determination, not of myself only, but of the Second Comptroller and Commodore Patterson, that such access should not be given until we had examined Mr. Norman, and he had given some general description of the credits claimed. He pronounced the course unjust towards him, and several times put the question to me peremptorily, "Will you or will you not let me have access to those papers?" I replied that I was not acting alone in this business, and could not answer him; but that, if he would submit any proposition, it should be considered, and an answer given. He rose from his seat, much excited, and told me if he could not get justice here, he would complain to his friends in the Senate, Mr. Tazewell and Mr. Tyler. I replied to him that I was aware of the situation in which I stood before the Senate, but if he expected to swerve me a hair from the course I thought right, by a threat of that sort, he was mistaken. He then left me, and I immediately wrote to Mr. Tazewell the note, a copy of which, with his reply, is annexed, marked 1.

On the 25th, the Second Comptroller, Commodore Patterson, and myself examined Mr. Norman, Lieutenant Randolph being present. His statement is already referred to, marked N. We required him to produce the officers' receipt book, which he said he had in his possession, and suspended further proceedings until he could send to Baltimore for the trunk in which he stated it was.

Among my letters, on the morning of the 26th, there was an anonymous one, dated the 25th, of which the following is an extract, viz:

"I have been informed, by a friend of Lieutenant Randolph, that you refused to permit his clerk to give the explanations touching the business of Timberlake and our intimate friend Eaton, and that he went, immediately after leaving your office, to his friends in the Senate, and made them acquainted with the conduct which you were pursuing towards him. They expressed the utmost indignation as to your procedure, and that they would make you suffer for it. I could not learn the names of all; there are five of them. Mr. Tazewell and Mr. Tyler, I am informed, are bosom friends of his," &c. "I further learnt that he has a document in his possession, which he showed his friends, that will prostrate you, if true, and he is prepared to substantiate it." (See 2, annexed.)

Though in a new disguise, it was easy to perceive in this letter the handwriting of "Paul Pry" and "Iago." Not doubting it was written with a view of frightening me into a compliance with all which Lieutenant Randolph asked, though under the guise of a friend, I laid it aside with perfect contempt. In a few minutes Lieutenant Randolph entered. He immediately inquired whether I had concluded to give him access to Mr. Timberlake's papers? I replied as before—that access would not be given until the examination of Mr. Norman was completed. He then mentioned that he had seen a letter from me to Mr. Tazewell, in which I had expressed a determination to do him justice, and said that justice required that he should have access to those papers. I replied, that it was my duty to be just to others as well as himself, and, in my opinion, justice forbade his having that access until we had finished the examination of his clerk. Under an impression that he had called merely to see what effect the anonymous letter had produced upon me, I took it up, read it to him, and demanded whether he had any agency in its production. He denied all knowledge of it. I called his attention to the passage which alluded to his leaving me as a reference to what took place between us, without a witness; and told him the information could have been given only by him or me, and I knew it had not been given by me. He re-asserted his ignorance in relation to the letter; but said he had mentioned the incidents to his friends. I told him it was immaterial whether he had any agency in producing the letter or not, for it would not produce the slightest effect on me, one way or the other.

On the 1st March, Lieutenant Randolph again appeared, with Mr. Norman, who produced the officers' receipt book, belonging to Mr. Timberlake, which had been missing. He also produced a roll of certain men who had been discharged, at Port Mahon, on the 31st March, 1828. We proceeded to take his additional statement, marked 3. While this business was still progressing, Lieutenant Randolph repeated his demand for access to Mr. Timberlake's books and papers; and on being told that, after finishing Mr. Norman's examination, we would determine that point, he became much excited, charged the Second Comptroller and myself with intending wrongfully to charge him with Timberlake's money, threatened us with his friends in the Senate, and said that he had still important papers in his possession, which would affect somebody. I inquired whether they were Mr. Timberlake's papers, and important in explaining his accounts. He said they were. I then demanded their delivery to me. He then said they did not affect his public account, but his private transactions, and refused to deliver them. He left the room, and afterwards wrote the note marked 4.

Having completed the examination of Mr. Norman, we determined to give him access to Mr. Timberlake's books and papers, to make out an account current, of which we apprised Lieutenant Randolph. See 5. The next day we received from him a note, protesting against the course prescribed, 6. He also wrote to you, requesting you to direct me to give him *unrestrained* access to those books and papers. You disclaimed all control over the papers of my office, and there the matter ended.

It is not usual or proper to give a man *unrestrained* access to his *own* papers in this office, after they have been made the basis of official acts or decisions; much less was it deemed proper to give unrestrained access to Mr. Timberlake's papers, all dated before his death, to enable his successor to explain what had become of the money and effects received by him after that event. If nothing but fairness was intended, the presence and inspection of one of my clerks could do no injury. But it was easy, from Mr. Timberlake's accounts, amounting to some hundred thousands of dollars, to produce any balance which was desirable. If one set of items would not do, another could be taken, the only evidence of their payment, by Lieutenant Randolph, being his own and his clerk's declarations, in contradiction of the papers themselves.

Perhaps rigid duty required that, when I ascertained that Lieutenant Randolph had received about \$11,750 of public money, left by Mr. Timberlake, I should have charged him with it at once, and required him to account for it by regular vouchers. I was certainly under no obligation to wait until I could investigate, over half the world, the truth of his explanations. It was obviously his duty to charge himself with all the money received, and if he paid away anything on Mr. Timberlake's account, to take receipts, with *true dates*, setting forth the *facts*. Having failed to do so, on him, and not on the government, ought to rest the trouble and responsibility of repairing the neglect. Yet, unwilling to charge him with the money, until perfectly assured that he had not disposed of it for the benefit of Mr. Timberlake, I have sought information from all quarters where there was a hope of obtaining it.

On inspecting the officers' receipt book, produced by Mr. Norman, it appeared that the amounts entered under date of 31st March, 1828, exceeded \$3,000. Of these entries, about twenty had been notoriously erased, altered, and reduced in amount, after the accounts had been added up; and the *addition* was after Mr. Timberlake's death. These alterations are in the handwriting of Mr. Norman, who could give no explanation of them; their *effect* was to deprive Mr. Timberlake of credits which he would otherwise have received to the exact amount of the reductions; the aggregate is about \$470.

Thinking that some of the officers might remember whether they received the money, entered under that date, from Lieutenant Randolph, or not, or had kept private accounts, which would show, I addressed letters to them, asking information. Copies are added, marked 7, 8, 9; to these I have received the various answers marked 10 to 19. I have also addressed duplicate letters to Mr. Ladico, naval store-keeper at Port Mahon, 20, to which there has not been time for an answer.

In the letter from Lieutenant W. F. Shields, marked 16, is this paragraph: "To the best of my recollection, Mr. Timberlake kept two receipt books: one which he kept always at hand, and in which small amounts were generally entered. The other was used on occasions of general settlements, when all these small sums were added together, and receipted for in it as one sum, and when the receipts in the former book were accordingly canceled. I think it quite probable that the sum you mentioned in your letter, \$174.04, embraces, in this way, various small sums, which may have been paid to me at different times, part by Mr. Timberlake, and part, possibly, by Mr. Randolph, on or previous to 31st March, 1828," &c.

On examining the loose papers of Mr. Timberlake, the first book alluded to by Lieutenant Shields, being a mere memorandum book, was found. Upwards of \$90 were found charged on it to Lieutenant Shields, in Mr. Timberlake's own handwriting, which were included in the entry on the larger receipt book, under date of 31st March. Upwards of \$400 were, in the same manner, charged to Commodore Patterson; \$100 to Assistant Surgeon Mosely; \$90.50 to Lieutenant Delany; \$40 to Midshipman Marshall; \$100 to Acting Master Pope; \$20 to Lieutenant Vallette; \$70 to Lieutenant Randolph himself, and considerable sums to many other officers. All these sums are brought upon the officers' receipt book,

under date of 31st of March. This is conclusive; that *all* the sums upon that book, under that date, were *not* paid after Mr. Timberlake's death, as claimed by Lieutenant Randolph, and stated by Mr. Norman. Indeed, of \$768.40, charged to Commodore Patterson on that day, his private account shows that \$672.43 were paid by Mr. Timberlake himself, previous to his death. The balance, \$96, was paid by Lieutenant Randolph, on the 4th of April. This sum is charged on Mr. Timberlake's book in Lieutenant Randolph's handwriting. There are charges in his hand, on the same book, to the amount of \$463.53, which he probably paid out of Mr. Timberlake's money. The deductions made by the alterations on the same book amount to a little more than the same sum, and it is probable that one was intended to balance the other. On the whole, I was forced to consider Lieutenant Randolph's claim to the amounts entered on this book, under date of March 31st, 1828, as totally unfounded. With the exceptions already mentioned, the payments are believed to have been made *before* that day, by Mr. Timberlake, or *on* that day by Mr. Norman, who attended to his business during his sickness.

It will be observed that Lieutenants Vallette and Tallmadge state that Lieutenant Randolph kept open and sold Mr. Timberlake's private stores during the return voyage. With the memorandum book already alluded to was found another, of the private stores sold to the men. It commences on the 20th February, 1828, and the latest entry in it is dated the 24th June, of the same year. Down to the 1st of April, the items have been charged to the men in Mr. Timberlake's name, and have been passed to his credit. All those dated second of April, and afterwards, have been charged in Lieutenant Randolph's name, and have passed to his credit. As it was on the 2d of April that Mr. Timberlake died, and not until the 3d that his money and effects were delivered over to Lieut. Randolph, and the latter entered upon the pursership, it is evident that all stores sold on that and the preceding day must have belonged to Mr. Timberlake. Lieutenant Randolph has, therefore, *certainly* received credit for *some* of Mr. Timberlake's stores, for which he has not accounted. But there is good reason to believe that all or nearly all the stores, entered on this book, belonged to Mr. Timberlake, and ought to have been passed to his credit. It is not stated in the book where Mr. Timberlake's interest ends, or Lieutenant Randolph's commences. It is not known that Lieutenant Randolph purchased any stores until about the 13th May, at Gibraltar. Of the kinds of stores enumerated by him, in his requisition at Gibraltar, viz: sugar, tea, tobacco, &c., &c., none are found charged in this book after that date, except tobacco; and the tobacco being charged at one dollar per pound, can hardly be that which he purchased at Gibraltar, which cost but twenty-six cents. It is therefore believed that Lieutenant Randolph has credit for several hundred dollars on account of stores which belonged to Mr. Timberlake.

That he has credit for a portion of Mr. Timberlake's slops, is apparent from the face of his account:

He is charged for slops with.....	\$742 50
He is credited for slops distributed to the men.....	\$851 66
Returned into naval store.....	764 64
	1,616 30
Excess of credits over debits.....	\$863 80

As the purser is allowed but ten per cent. on slops distributed, it is evident that Lieut. Randolph has obtained an improper credit for slops.

A receipt of his for upwards of \$4,000 worth of slops, got of Mr. Ladico, at Port Mahon, was found in the office, which had not been charged. A copy is annexed, marked 21. Its form required that it should be charged to him; and although I might have charged it, and called on him to account for them, I refrained from doing so, under the impression that he could not have got so large an amount of slops, and wrote to Mr. Ladico for information.

About the first of April last, I received from E. F. Chambers, a senator, professing to act as chairman of a special of committee of the Senate, a note requiring copies of certain private letters in my possession. The annexed copy of that note, marked 22, with my reply and extracts, marked 23, contain all the information I possess "relative to the investment of any money in lands, houses, or other property, in the city of Washington, or in stocks in Washington or elsewhere," required in the resolution of the House of Representatives.

Four clerks in this office received notes of the same date from the same source, requesting them "to call on him (the chairman) at his lodgings at Mrs. Blake's, Pennsylvania avenue, at an hour when the Senate is not in session, or during session hours at the Senate chamber," to answer certain inquiries, which he stated he was "charged to make," &c. With my approbation, they called on the honorable Senator, who examined them *apart*. They were not brought before any committee, but they were told they would be, if it should be necessary. No committee has called on me for explanations. I have not been informed of anything in my "official conduct" which "requires either explanation or notice" from me. (24.)

On the 1st May I received, through you, another note from the same source, dated 30th April, calling for a copy of Mr. Timberlake's account, as settled in 1818, embracing his pursership of the President frigate, at the time of her capture. My reply, marked 25, is annexed.

It recently occurred to me that it might be ascertained with tolerable certainty what were Lieut. Randolph's receipts and payments from the 3d of April, the time he assumed the pursership at Port Mahon, to July, the time of the ship's arrival at Boston; and again, from the ship's arrival to the settlement of his accounts. A minute investigation exhibits the following result, viz:

His receipts and payment before arrival were as follows, as shown by his account and vouchers, viz:

Received in slops at Port Mahon.....	\$742 50
Received in cash at Gibraltar.....	11,000 00
Total receipts.....	\$11,742 50

He is credited with payments to officers and men, disbursements in the Mediterranean, slops and stores issued, and slops returned to naval store, \$20,729.98. Excess of payments over receipts, \$8,987.48.

There was no known fund out of which this could have been drawn, other than Mr. Timberlake's

money received at Port Mahon. But in addition to these payments, he paid for tobacco at Gibraltar \$148.72, little of which was sold to the crew, in consequence of its inferior quality; and a considerable sum for other stores. How much of this was replaced by issues of the same stores the papers do not enable me to ascertain.

After arriving at the above result, I examined into Lieutenant Randolph's receipts and payments after his arrival in Boston. The result exhibited a balance of receipts, overpayments corresponding with the excess of payments over receipts before his arrival.

From these views of the subject, it was apparent to my mind that Lieutenant Randolph must have had left in bank at Boston, after paying off the crew, appropriating all his own commissions, compensation, and expenses, and after returning into the Treasury the amount found due from him on settlement, at least \$10,000. At my request, the Secretary of the Treasury applied for his bank account. The reply of the bank, with Lieutenant Randolph's account, is annexed, marked 26. It fully confirms my previous conclusions. It shows that after Lieutenant Randolph had finished all his payments, he still had left in bank \$19,873.23. Before he left Boston he drew out \$9,873.23 of this sum; \$718.06 in cash, \$155.17 in a check on the Norfolk Branch, and \$9,000 on a check on the Richmond Branch, leaving precisely \$10,000 in bank. This, with \$257.43 afterwards deposited, was all of the \$19,873.23 which ever came into the treasury.

But a comparison of Lieutenant Randolph's account with his account in this office makes it apparent that he had, during the progress of his payments, drawn out considerable sums on his own account. His account current, and abstracts from his pay roll, are annexed, marked 27. Had he deposited all the money he received in Boston, and drawn out none except for the payment of the ship's crew, the balance in bank would have exceeded \$22,000. A careful examination of all the accounts gives the following results, which, I have no doubt, are accurate, within a few cents:

1828.		
July 5.	Lieutenant Randolph received of the navy agent at Boston, in anticipation of a remittance	\$1,500 00
July 12.	Received the amount of \$93,000 remitted, deducting the foregoing item.....	91,500 00
	Received for Timberlake's stores, sold at auction.....	607 21
	Received for dead men's and deserters' clothes sold.....	41 09
	Total receipts at Boston	\$93,648 30
	Whole amount paid officers and men at Boston	71,394 94
	Surplus remaining on hand, \$19,873.23, of which was in bank, as his account shows.....	\$22,253 36
	Of this sum there was returned into the Treasury only.....	10,257 43
	Leaving in Randolph's hands.....	\$11,995 93
	Of this he has accounted for the following items only, viz:	
	Expense at Charlestown	\$90 00
	Postage	2 07
	Paid R. Calder, as clerk	78 15
	His own commissions allowed	2,267 42
	Traveling expenses and per diem while settling accounts.....	107 40
	His own pay on pay roll	262 89
	His own pay for August and September.....	200 52
		3,008 45
	Leaving in Lieutenant Randolph's hands, <i>wholly unaccounted for</i> , after allowing all his pay, emoluments, commissions, and expenses	\$8,987 48

To this amount in cash must be added, to ascertain what was really detained by Lieutenant Randolph, the money on hand when the vessel arrived, the value of all stores on hand, deducting his profit on those sold to the crew, and any debts which might be due to him for money lent to other officers.

Is it possible that all this could have been Lieutenant Randolph's money?

By acting as purser less than four months did he make, by means unknown	\$8,987 48
By commissions	2,267 42
By lieutenant's pay	262 89
In all	\$11,517 79

And in addition to this, an unknown amount in stores and other things which do not enter into his public account?

These facts admit of but one construction. Most of Mr. Timberlake's money was paid to the officers and men, or vested in stores, before the ship arrived in the United States. Lieutenant Randolph took a credit for these payments in his settlement. Having called for money enough to cover them, he had their exact amount left on hand, after paying off the crew, and transferring to the Treasury the balance found due from him. This was sufficient to enable him, after meeting all demands of comfort, pleasure, and friendship, to carry home a considerable sum in money, besides a check for \$9,000.

Why it was that no demand was made of Lieutenant Randolph, on the settlement of his account by the Fourth Auditor, for an inventory of Purser Timberlake's money and slops, I cannot tell. It is the first thought which would strike me on the presentation of an acting purser's account under like circumstances. It is a part of the navy regulations, that inventories in such cases shall be taken and forwarded to this office. It seems equally strange that he should have received credit for twice the amount of slops he is charged with, the error being palpable on the face of his account; and scarcely less so that he should have been allowed, in addition to heavy expenses, unsupported by vouchers, the sum of \$2,267.42, under the name of commissions, for less than four months' service, for which a regular purser would have been allowed less than \$300.

I take no pleasure in discovering that man has wronged his fellow man. It would, therefore, give me no pain to be satisfied that all these facts and circumstances, pointing to a fixed design and exhibiting a certain result, are still consistent with integrity of purpose on the part of Lieutenant Randolph. I did not at first suspect him. I had seen enough of this office to induce me to look elsewhere for the derangement of these accounts. I do not now believe him to be the "Iago" of the day. He has, I fear, been the victim of worse men. Independent of pecuniary gain, there may have been inducements, operating on other men, to make Purser Timberlake a defaulter. Those inducements are seen in the avowal of "honest Iago," that "*revenge is sweet*," and that he would not, *for half the world, that death or any other evil thing should wrest his victim from his grasp.*

I have given facts. Further than these impeach the integrity or honor of those concerned, I do not impeach it. Let Lieutenant Randolph tell where is the inventory of Mr. Timberlake's money, slops, and stores, if there was one; and if there was not, why was not one taken; and why did he tell Com. Patterson, at Boston, that it had been forwarded to this office? Why did he not charge himself with all Mr. Timberlake's money, slops, and stores, and give the appropriate credits? How did he manage to pay away on public account, before the ship arrived in Boston, near \$9,000 more than he had received? Why did he call at Boston for upwards of \$20,000 more than was necessary to pay off the crew? How happened it that, after paying off his crew, he *knew* that, in addition to a large sum drawn on his own account, he might venture to take a check on the Richmond Branch for \$9,000, leaving \$10,000 to pay the supposed balance which might be due to the government? Why was it that the letters of Major Eaton, showing a remittance to him of \$2,400 from Mr. Timberlake, were withheld when he delivered to Mrs. Timberlake, as he declared, all her husband's private papers and letters? Why were copies of these letters, taken out of this office, carefully held up until Timberlake was reported a defaulter, and then privately used to charge the default on Major Eaton? Why was Mr. Timberlake's letter book mutilated? Why was his officers' receipt book withheld; and when it was produced, why were many items erased, altered, and reduced in amount? Why has he taken credit for Timberlake's stores, sold on and after the 2d of April? Why did he visit Mr. Norman, at New York, and conceal the fact from me until I learned it from Lieutenant Vallette, while telling me he was using every effort and had sent him money to bring him to Washington? Why did Mr. Norman know nothing of the disposition made of Mr. Timberlake's money when questioned by Mr. Paulding, and become able to tell after being two or three days in Washington? Why Lieutenant Randolph's unwillingness to admit the presence and aid of a clerk in making out an account current from the deceased purser's papers? Why does he still retain private papers belonging to Mr. Timberlake, which he acknowledges to be important? Why, when he found that unrestrained access would not be given to Mr. Timberlake's papers in this office, did he attempt, by threats of complaining to the senators on whom the accounting officers were dependent for their places, to intimidate them into a compliance with his wishes? Why did he actually complain? Why has the public ear been abused with all sorts of false rumors, with the view of casting odium on innocent men, and destroying those who dare to do their duty and assert the truth? If Lieutenant Randolph can explain how the agency he has had in all this is consistent with integrity of purpose, I will be the first to do him the justice he merits.

The resolution asks for "a statement of the sum due from Lieutenant Robert Randolph to the government, while acting as purser in the navy, as reported by the present Fourth Auditor, together with a report stating whether the said Randolph's account was not at one period closed and balanced; and if so, when; and whether it was not afterwards re-opened and re-examined, and on what evidence it was re-opened," &c.

No report has been made by me upon the account of Lieutenant Randolph as acting purser. It was reported as closed by my predecessor, on the 27th day of October, 1828. Nor has it been opened by me, unless the acts described in the preceding narrative are construed to open it.

I do not know that I understand this part of the resolution. It seems to be based upon the assumed principle, that I have no right to inquire into errors or frauds committed on the government or on individuals, through this office, provided the persons committing them shall have done it so adroitly as to conceal them from the Fourth Auditor in the settlement of their accounts? Do the House, or the mover of this part of the resolution, intend to say that if I find that Mr. Timberlake left, at the time of his death, the sum of \$11,750, I have no right to pass it to his credit? Do they mean to say that I have no right to charge it to him who received it, and make him account for it? Are the dead to be robbed, the living to be traduced, innocent securities made to suffer, and the guilty to escape, because the omission was not discovered before the settlement of the accounts? I do not so understand my duty, nor shall I so perform it. I shall reverse no decision given by my predecessor in favor of Lieutenant Randolph. I have no right to take back commissions or other allowances which may have been made to him. However wrong they may be, they are beyond my legitimate power; because they were made by an authority, the competency of which I cannot officially question. But it is my duty to correct obvious errors. If I discover that a man, whose account is closed, has received public money not charged in that account, it is my duty to charge him with it. Such has been the uniform practice of this office. Such are my views of duty; and by them I shall be governed in this case and all others.

Into the rear of the annexed documents I have thrown a variety of letters, marked from twenty-eight to forty-two, inclusive, which, though seemingly of little moment, appear to be embraced in the call of the House.

Very respectfully, your obedient servant,
HON. SECRETARY of the Navy.

AMOS KENDALL.

A.

WASHINGTON, February 22, 1830.

SIR: I have received your note, and cheerfully comply with your suggestion to reduce to writing the conversation which I had with you.

The transaction to which you have called my attention is one from which I might claim something of merit, so far as benevolence was concerned. My desire, in reference to it, would be, that the accuser

would stand openly forth, that, if under the influence of honest error, I might satisfy him, or, if actuated by other considerations, defy him.

In the year 1823, the Metropolis Bank, in this city, proceeded to satisfy several judgments which it had obtained against W. O'Neale, whose liability had arisen, not as principal, but as surety for others. He had sought in various ways to obtain the necessary funds, and failed; he had applied to me. The sale took place, and a purchase was made by the president of the bank, for the benefit of the bank, at prices which were considered greatly below the real value of the property. The extensive row of buildings which he occupied, consisting of four tenements united, and three stories high, was disposed of for about six thousand dollars; another well finished three story brick building was sold for less than a thousand dollars; other valuable lots and property were bid off at similar reduced prices, and the judgments remained unsatisfied. Believing the sacrifice to be great, and that there could be no hazard in purchasing at such prices, I proposed, what previously had been suggested by the president of the bank, to take the property, and become answerable for the debts, remarking that I contemplated nothing of benefit to myself; that my object would be to sell the property, so far as it might be necessary to meet my engagement, the residue to be returned to the original proprietors. This statement will be confirmed by the president, directors, and cashier of the bank. That I designed acting in good faith, is established by a written document, which, about that time, of my own accord, I executed, and which was deposited for safe keeping with one of the subscribing witnesses. I did this from no distrust of myself, but to guard against any contingency or accident that might befall me. One of the witnesses to that paper yet lives—Major Richard S. Briscoe, a magistrate of this city, and a highly estimable man. It recites the purchase I had made, and the extent of my liabilities thereby incurred, declaring that, when these should be answered, the residue of the property should return to the family of Mr. O'Neale. The date of it is in 1823, shortly after the purchase was made.

My arrangement with the bank was this: to take the entire benefit of the judgments, and of the sales that had been made in pursuance of them, and to pay the principal and interest of their debt, amounting to \$11,800, in five annual installments.

A part of the property thus acquired, to wit: the row of three story buildings, I shortly afterwards sold for between eighteen and nineteen thousand dollars, payable also in five years, with a right reserved to re-enter and avoid the contract upon a failure of the engagement entered into. A failure in the payments having taken place, I took occasion, in one of my letters to Mr. Timberlake, to explain to him why, and with what intention, I had become the purchaser of this property, and the disposition intended ultimately to be made of it. As, therefore, he would have an interest in it, I requested, if he had any funds which he could spare from his business, (not else,) that he would send them to me, to be thus applied; and that, for any advances he might make, the property should remain in my hands as security until he should be reimbursed.

During the spring of 1827, I received from Mr. Timberlake two drafts, one for \$1,491.25, and another for \$1,000, drawn by Henry & McCall, of Gibraltar, upon the Navy Department, I believe. They were paid at the United States Branch in this city. I also received from him a power, creating me his attorney in fact. These are the only funds which were placed in my hands by him: and this statement is confirmed by the private account made in his own handwriting, which you have seen. The entry made by him is as follows:

The Honorable Jno. Henry Eaton.

1826.

Nov. 11. To one set of exchange in favor of Henry & McCall, of Gibraltar.....	\$1,491 25
To one set of exchange in favor of the same, both of which were made payable to You.....	1,000 00
By this balance, paid to Mrs. Timberlake.....	491 25

These are the entire circumstances which have given rise to those whispering surmises, and upon which some letter writer has relied for the insinuation that large sums have been obtained by me, whereby a public default of an officer has been occasioned. Assertion has proceeded so far as to render my agency in this matter even stranger still—to make me a surety in the bond, and, of consequence, a defaulter myself. The two stories assuredly chime badly together: for, were I the security, as is alleged, it would have betrayed gross ignorance to secrete funds belonging to the principal, when, in virtue of the securityship, I could not fail to be personally liable. This made-up affair is too weak to produce effect upon any sensible mind.

I am not security on any bond of the government, that I know of. Some years since, Mr. Timberlake, being on his way to Trenton, N. J., came to see me at Philadelphia, and stated that, before he could obtain a transfer from the vessel on board of which he had been acting as purser, it would be necessary for his previous accounts to be settled; that there was a balance of about fifteen or eighteen hundred dollars, which, from some present difficulty in the vouchers, he would not have it in his power to arrange; and requested a note from me to Mr. Southard on this subject. I gave it. In that I recited what Mr. Timberlake had remarked to me, and stated that I would be answerable for the settlement to the amount of his vouchers, as he had represented. Except this, there is no other liability of mine that I know of.

Such is the character of a transaction which has been frequently misrepresented. I claim no merit for stepping forward to assist a worthy man in misfortune. I am compensated by the recollection that it has been in my power to preserve from the wreck of his property at least \$20,000, without ever having set up, or intended to set up, the slightest claim to anything like remuneration. The transaction was public: the application to Mr. Timberlake, and the advance made by him, had no privacy about it, for I have several times spoken of it, and hold myself responsible for its payment, whenever a right to demand it shall be preferred.

If a default exist, and I verily believe none does, a little time, and further examination in your office, will doubtless explain matters; and to this end, whatever of mine can be traced on your files, whether public or private, you are at liberty to use. But, if even-handed justice had alone been intended, why is it that the duplicate inventories, which were directed to be taken by the commanding officer of the ship, are nowhere to be found in the Department? How happens it that a large amount of money and property has been but recently traced, through the examination of individuals, who only lately knew that anything of mistake existed? Why is it that letters, calculated to elucidate these transactions, have

been mutilated or cut to pieces? And why is it that the book which contains the private disbursements of moneys by Mr. T. has been concealed or purloined, and is nowhere to be discovered? And, stranger still, how happens it that private correspondence, reposing on the files of the Department, where it never should have been found, has been invaded, and copies taken, multiplied, and circulated, contrary to the rules which society regards? Why so much anxious concern, but to subserve design? Let the intelligent mind determine if a viler system of espionage has ever been resorted to to assist persecution, and to satiate feelings of malevolence. If to have been placed in the cabinet of the President be the fault committed, my vindication will be found in the consideration that, so far from desiring, I sought to avoid it. The place of senator held by me was enough for my ambition. I desired nothing more. I ever considered it superior to any office in the gift of the Executive, and that opinion remains unchanged. It was not a choice of my own that made me a member of the cabinet, but rather a desire to accord to the wishes of one whose confidence in, and regard for me, had often been manifested. But I forbear further remark. My object is to explain, not to vindicate. I am satisfied to leave the matter with you, from the fullest confidence that, at all times, you will be found ready and disposed to do whatever justice to the government may sanction, and the rights of individuals demand.

I feel it to be a matter due to myself to ask you to place this communication on the files of your office.

Very respectfully,

J. H. EATON.

B.

Know all men: Whereas I have made a contract and agreement with the Metropolis Bank of Washington, by which, in five annual installments, I am to pay ten thousand dollars, with interest; twenty-five hundred dollars of which is payable the 1st of next June: And whereas I may be liable to pay for the corner house on lot number 10 and 11 three thousand one hundred dollars, with interest from March last, to Luke Jamerson: In consideration as above, said bank has assigned to me an unsatisfied judgment and execution against William O'Neale, amounting, on the 23d of May last, to \$4,471.71; and on the payment of said notes are to convey to me all the right, title, and claim they have to certain real estate, which, as the property of William O'Neale, they purchased at Marshal's sale, on the 23d of May last. Now, when a sufficiency of said property, so by agreement to be conveyed, or that which may under the unsatisfied execution be purchased, can or shall be sold, and said debts and claims as aforesaid be satisfied and paid, and there shall be two notes, paid also in favor of John H. Eaton, for five hundred dollars each, one dated the 21st of December, 1821, and the other 29th March, 1822, with interest from said periods; and likewise the sum of four hundred and sixty dollars, with interest from the 23d of May, 1823, the price of the furniture purchased by me at the sale; together with fifty-four dollars and eighty-nine cents, cost of three judgments against the administrator of Alexander McCormick, and paid by me to the Metropolis Bank, the 18th of June, 1823; then, and in that case, said payments and interest being made, the residue of the estate, over and above that may remain, I do hereby obligate and bind myself and heirs, executors, and administrators, to convey to Margaret Timberlake, Mary O'Neale, Georgiana and John O'Neale, children of said William O'Neale, all the right, title, claim, and interest I may have to said residue of said property, as well that to be conveyed by said Metropolis Bank as that which may be acquired by virtue of the aforesaid unsatisfied execution assigned, together with the furniture purchased by me at the sale; and also, seven negroes conveyed to me by bill of sale of said William, in April last. Said property to be conveyed to said Margaret, Mary, Georgiana, and John, in trust and for the use of William and Rhoda O'Neale, during their lives, and at their death to vest absolutely and in fee simple in the said Margaret, Mary, Georgiana, and John, or the survivors of them; but should either die, their children to take the part their parent or parents, so deceased, would have been entitled to. Acknowledging a further consideration to this instrument, the receipt of ten dollars paid me, enjoining, in case of my death, my heirs, executors, or administrators to carry fully into effect each and every, the conditions and directions of this instrument.

Witness my hand and seal, 20th June, 1823.

JOHN H. EATON.

Witness: JOHN H. HENSHAW,

R. S. BRISCOE.

Washington City:

This instrument, signed J. H. Eaton, and witnessed by John H. Henshaw and myself, was executed, and signed by me as a witness, at the time it was dated. It is a correct copy of the original.

R. S. BRISCOE.

C.

PHILADELPHIA, *Tuesday Morning, June 15, 1824.*

SIR: Your letter from on board the steamboat has been received, and while I regret that anything said to you should have excited any fears for your prospects, am yet persuaded that you have no well founded cause to apprehend doubts for your situation on board the Constitution. The Secretary is too honorable a man to say what he meant not to execute. He gave me a full assurance that your berth should be on board the Constitution, and of this you have long since been apprised. I am wholly unwilling, therefore, to attach the least suspicion to the assurance he thus has given, and meant to convey to you in my remarks at Philadelphia no such idea; my only object was to impress on you the necessity of dispatch in your business, and to hurry you in the settlement of your accounts; that whatever time you had, or might have for leisure and amusement, might rather be availed of after your business was examined and closed than before. The Secretary had suggested the necessity of a speedy arrangement of your

accounts, and that, until done, he would be unable to order you to your new berth; hence the necessity of speedy action; and hence the reason of my endeavoring to impress it on your mind, that no fault or neglect of yours should operate an injury. To this business you should give a constant and unremitting attention. When done, you can divide your time in the way most suitable to yourself; and remain or depart from Washington as may be found necessary and best to your interest and feelings. Be active in your settlement, and I feel convinced you have nothing to apprehend.

Have the Secretary and Rodgers returned from Norfolk, and have you had any conversation with the latter about the N. C., and what are your prospects? Should your Shark's accounts pass satisfactorily, there will be an additional recommendation afforded; aided, too, by the friendship of Rodgers, you may obtain the situation. I would by no means, though, hazard the place you have; grasp not at the shadow and lose the substance; merely whisper it, and indirectly, too, to Rodgers first; either situation is a good one; and whether you shall obtain the one or the other, you should enter with a determination to practice all that caution and economy which may enable you, at the end of your term, to betake yourself to the shore, and there seek to make what may be necessary to a decent support; beyond this all is folly and nonsense. With my wife and children, if so blest, I would rather live on a comfortable subsistence, than to have millions and be absent from them.

Present me to Mr. and Mrs. O'Neale, and to Margaret and Mary. I hope you found them all well.

Very respectfully,

J. H. EATON.

If, in the progress of your schemes, anything to be said or done by me can contribute to your success, apprise me of it, and it will be done.

D.

WASHINGTON CITY, May 23, 1826.

DEAR SIR: Your wife states that you wish a blue book for this year: mine consequently is sent to you. You are heartily welcome.

Congress adjourned yesterday, and in a day or two I shall be off. Your friends here are all well, and your little girl, whom you never saw, is a charming little thing, prancing by herself and alone through the whole house. She will be a source of great comfort to you, after you shall have closed the long toils of absence from home. This pilgrimage over, you will have no difficulty, I presume, in obtaining some advantageous station in a navy yard, where, should your profits be not so great, the deficiency will be made up in the comfort of being along with and beside your family. How a sailor, who, after ploughing the ocean so long, will be able to content himself on shore, is rather a perplexing inquiry.

I have had great trouble with Mr. O'Neal's affairs. The debt to the bank, from \$11,800, has been reduced \$5,000. Gadsby gets on badly, and cannot meet his engagements, or else before this the business would have been closed. With no bad luck, I shall be able to secure, out of the wreck of his property, about \$20,000; but which, under no circumstances, can ever be confided to him, because of other debts against him. Next winter being probably the last year of my coming to Congress, if practicable, it might be well to close finally this business. On Gadsby I have no calculation. If, then, you could, without injury to your own affairs, advance about \$7,000, it might be effected. In the meantime, you might confide that the property should be retained in my hands for the payment of the interest and principal of your debt; and that assurance might be certain, to keep the property insured at the amount of your advance. If your business shall permit this arrangement, and by no means attempt it if you have not a fund entirely disposable from your other business, it will be necessary to arrange it in a way that none of the family shall know whence the funds come. Your wife suggested the idea of writing to you on this subject, but I declined, telling her that I knew you had not the funds to spare; of course even she knows nothing about it.

Write to me on the subject. The first of December next will find me here; 'twixt this and then I shall be at Nashville.

With great respect,

J. H. EATON.

J. B. TIMBERLAKE, Esq., *U. S. Mediterranean Squadron.*

E.

WASHINGTON CITY, April 28, 1827.

DEAR SIR: Your letter to me with the enclosed drafts, amounting to \$2,491.75, reached me, and at maturity were paid. I had intended, directly after the adjournment of Congress, to have replied to you, during the latter part of the session: press of business was too great to permit it. Unfortunately, however, on Sunday, the 4th day after our adjournment, I had both my hands most wretchedly and severely burned, and consequently have been confined here ever since.

My business with Gadsby is, I fear, not likely to eventuate as well as I could have desired. But for the two drafts you sent me, I should have been in rather an awkward place; they have relieved me; your remittance was matter of great relief to me, and as the investing your money in that way is safer than the stock of banks, would suggest to you the propriety next fall of sending me any farther sum that you have to spare.

My contract with the bank, originally, in the purchase made by me, was \$11,800; of this \$4,925 remains to be paid. Gadsby has passed his note to the bank for \$3,925 of this amount, leaving them possessed of my note for \$1,800, payable next year, which would close the transaction. The bank, though, would not receive his note in exchange for mine, without my endorsement, and consequently my liability being thereby the same, continues at the sum I have stated, to wit: \$4,925. Should Gadsby meet this payment, there will be no difficulty. I have great fears, though, that this will not be the case, and in that

event, to raise the entire fund due next year, may be matter of some difficulty. I suggest this, that, if you should have any funds, you may invest them in that way, by sending them to me by the 15th February, 1828. If not then wanted, they can be invested in stock as you may direct. I shall be here again the 1st of December.

Of the fund you before remitted, (Gadsby having disappointed me) I applied \$2,000, and have charged it in your favor on the property, with the interest that may accrue. The residue has gone to the payment of debts of Mrs. Timberlake, due on your house, &c.

The property will be retained by me until your debt and similar advances made by me shall be met, when I shall convey it to Mr. and Mrs. O'Neale for life, and to their children after that time, which was the design with which I originally embarked in the business. The amount that will be saved out of the than wreck of the old man's affairs will not, in the end, when the debts are paid, be less in value, I think \$14,000 or \$18,000; enough, while the old people shall live, to keep them comfortable. The property, to be sure, cannot come back into his hands, for the reason that other large debts hang over him; I shall, consequently, retain it in trust for the end and purposes stated already.

To render the matter of your advances and my own entirely secure, I have insured the Franklin House row and the large double house occupied by the family at \$13,000, which I effect at the payment of \$50 a year.

The remittance made me by you I have never mentioned to the family. For reasons not necessary to mention, I thought it best not to speak of it. I did name it, though, to Mrs. Timberlake, under an injunction of secrecy, which she promised to regard. I did this from an apprehension that she might be hurt with you at managing it apart from any knowledge had by her; she was not only satisfied, but pleased at what you had done, and promised not to mention it.

With great respect,

J. H. EATON.

Mr. J. B. TIMBERLAKE.

F.

JUNE 20, 1824.

DEAR SIR: As you directed, I have stopped Mr. Timberlake, who was on his way to New York, to be ready for your orders. I have said to him, and greatly relieved him by the information, derived from you, and authorized to be communicated, that he should be assigned to the Constitution or North Carolina. Mr. Timberlake's accounts are in progress for settlement, and he deems it advisable to call and explain matters to you in person. He would greatly prefer the North Carolina if her voyage will be of any length, and thinks he has strong claims upon you, on the ground of his having been kept five years on shore for the reason only that the capture of the President, over which he could have no control, rendered him a defaulter.

It will greatly relieve Mr. Timberlake if you could dispose of him at once, and the statement of his account; and the time * * * will place all difficulties aside. If a portion of his account should not be allowed, even then he is ready to meet the deficiency by payment of \$1,600 or \$1,800; and more than that cannot, he thinks, rest against him. If any stronger guarantee of payment of the money be needed, I beg to add my own pledge that the amount promised by Mr. Timberlake will be paid.

I solicit in his behalf an immediate consideration of Mr. Timberlake's case. You will greatly relieve his feelings.

With great regard, your friend,

J. H. EATON.

G.

Lieutenant Robert B. Randolph states that the amount of money received by him, left by Mr. Timberlake, was upwards of eleven thousand dollars, of the amount of which he has a private memorandum, and that he never received from those who counted the money, or others, any inventory or memorandum of the amount of money or public property left by Mr. Timberlake. His memorandum is dated 31st March, 1828. This money he paid away in the discharge of Mr. Timberlake's debts. All the men discharged at Port Mahon, and entered upon Timberlake's pay roll, were paid out of this money. All the men discharged there were discharged upon Timberlake's pay roll. He paid other debts of Timberlake's at Port Mahon, but does not recollect to whom; his account current will show. Timberlake's money was all exhausted at Port Mahon, and to pay off the ship's bills he had to borrow a thousand dollars at Port Mahon of the Dutch consul. All the papers of Timberlake, public and private, were mixed together and were put into the iron chest. On the arrival of the ship in Boston he packed all these papers in a trunk, which he brought to Washington and delivered to T. Watkins, Fourth Auditor. He afterwards, in company with Mr. O'Neale, selected the private papers and gave them to Mr. O'Neale or Mrs. Timberlake, he does not recollect which. Mr. Timberlake's private account book, a square book covered with red morocco, he gave to Mrs. Timberlake, himself. He saw none of the private letters; they were put up in several packets, tied with red tape and sealed, and were endorsed "Private letters, in Mr. Timberlake's handwriting." He knows nothing of Mr. Timberlake's seal except that he had one—never saw it among his papers that he recollects.

He had nothing to do with Timberlake's slops; he never used or issued any of them. They were all surveyed and returned to the public store at Boston.

None of Mr. Timberlake's debts at Gibraltar were paid out of the money left by him; they were all paid out of money drawn from the agent there.

He knows nothing in relation to the mutilation of Mr. Timberlake's letter book; he does not recollect ever to have seen it among his papers.

Timberlake's last book, in which he kept the officers' private account, he has no recollection of ever seeing. He cannot tell what has become of it.

No inquiry was made of him in relation to Timberlake's money or property by the Fourth Auditor or any of his clerks, at the settlement of his accounts, and he does not recollect to have heard anything about it; nor was the existence of any inventory ever mentioned to him in the office. Nor did he ever hear in the office of any private letters from Major Eaton, or others, found among the papers of Mr. Timberlake.

Thus far this statement was made in the presence of the Fourth Auditor, Second Comptroller and Commodore Patterson, taken down by the first named, read to Lieutenant Randolph, and by him assented to as correct, on the 12th of February, 1830.

On the 18th, Lieutenant Randolph called on the Fourth Auditor, and, in reply to a question, stated that none of Mr. Timberlake's private stores were sold by him; that the chest containing his goods was nailed up at the time of his death, and not opened until the ship arrived in Boston, where they were opened and sold by order of the Navy Department.

II.

Lieutenant E. A. F. Vallette states that, after the death of Mr. Timberlake, he received a verbal order from Commodore Patterson to have inventories taken of all property left by him on board, public and private; he gave to Mr. Randolph, and he thinks Mr. Amasa Paine, Mr. Lord, and probably Mr. Norman, directions to take the inventories, and at the same time gave Mr. Randolph the key of Mr. Timberlake's iron chest, which he had received from Commodore Patterson; inventories of Mr. T.'s clothing, and certain articles that he had purchased for his wife and family, were given to him, (Vallette) which he now produces; he did not see the inventories of Mr. Timberlake's money, shops and stores, but he always understood that such were taken, and supposed that they were in the possession of Mr. Randolph, and a copy forwarded to the Fourth Auditor's office. A memorandum of the amount of money was given to him, which he gave to Commodore Patterson, but he does not recollect the amount. There was a considerable amount of gold in the iron chest, and there were two boxes of Spanish dollars, said to contain two thousand dollars each, and another box, part of which had been used. He recollects that Mr. Randolph told him one of the boxes fell short twenty dollars. Mr. Randolph recently told him at Philadelphia that there were upwards of eleven thousand dollars of the money.

There was a large chest, containing shirts, vests and other articles, belonging to Mr. Timberlake, which was delivered to Mr. Randolph, and kept open by him for sale of the articles, in charge of Mr. Norman; and Mr. T. had also, at the time of his death, a variety of small stores for sale to the men on board, all of which were delivered to Mr. Randolph. None of these were included in the inventories produced to him, nor does he know that they were ever accounted for. He can form no opinion of the value of these articles. He has no knowledge, nor did he ever hear on board, that Mr. Randolph paid any of the sums entered on Timberlake's pay roll, closing on the 31st March, 1828; nor did he ever hear of Mr. Randolph's paying any debt whatever of Mr. Timberlake, at Port Mahon. He does not know what was done with a single dollar of the money left by Mr. Timberlake on public account.

All of Mr. Timberlake's papers, public and private, were left in the care of Mr. Randolph. He thinks he saw, before the ship arrived in the United States, packets of papers tied up and marked private, but does not recollect whether they were under seal or not. He had an oval brass seal engraved for Mr. Timberlake about a year before his death, with his initials upon it, but does not know what became of it. Mrs. Eaton recently told him she had it. He has no knowledge that Randolph issued any of Timberlake's slops, or any other, after Timberlake's death; it is not usual for the men, in the latter part of a cruise, to draw many slops. Slops might have been issued without his knowing it. He was very intimate with Mr. Timberlake, and much attached to him. He never knew or suspected him guilty of any want of integrity. He never knew of his remitting money to any person in the United States. He knew nothing about the disposition made of Mr. Timberlake's slops at Boston, having left the ship before they were taken out. He understood from Mr. Randolph that some carpets and other articles were found stowed away after the ship arrived at Boston, which were not included in the inventories, and that they were delivered to Mrs. Timberlake.

He has no recollection of ever opening or seeing Mr. Timberlake's letter book, and knows nothing of the mutilation exhibited in it. Nor does he know anything of Timberlake's last book, containing the private accounts of the officers. The inventories of Mr. Timberlake's clothing, &c., are dated April 3d, 1828; he thinks the money was counted, &c., on the same day.

Mr. Norman acted as steward to Purser Timberlake, and continued to act in the same capacity for Mr. Randolph, until the ship arrived at Boston. He was taken sick at Boston, and Randolph got R. Calder, jr., to aid him in closing his business. Midshipman P. S. Stockton aided Timberlake in his account at Mahon. The recapitulation of Timberlake's roll, he thinks, is made out in Stockton's handwriting. It was at Port Mahon, during the latter part of Timberlake's life, that Stockton aided him.

Timberlake was disabled from attending to his business only for a few days, hardly a week before his death. Until he was disabled, he attended to all his business in person, with the aid of Mr. Stockton, and was remarkably careful in his pecuniary affairs. He was sensible that death was approaching, some days before his death, and expressed no concern in relation to his property to him, (Lieutenant V.) and never heard of his expressing himself so to any other person.

I certify, upon my honor, that the foregoing statement is true, according to the best of my recollection and belief.

E. A. F. VALLETTE, *formerly First Lieut. of the U. S. Ship Constitution.*

WASHINGTON, February 13, 1830.

I have seen an oval seal, with Mr. Timberlake's initials engraved in brass, with a wooden handle, which I have no doubt is the seal referred to in the above.

E. A. F. VALLETTE.

J.

Lieutenant Benjamin Tallmadge, jr., states that he was on board the frigate Constitution at the time of Purser J. B. Timberlake's death; that he does not know, nor did he ever hear on board the ship, that Lieutenant Randolph paid any of said Timberlake's debts, either upon the pay roll of the ship or otherwise, at Port Mahon or elsewhere, out of money left by the latter at the time of his death; that after Timberlake's death, he saw articles in a large chest on deck, such as shirts, vests, &c., exposed to sale, under the care of Mr. Norman, who had acted as his steward, and continued to act in the same capacity for Mr. Randolph, and that said property was said to belong to Mr. Timberlake; that about October last, Mr. Randolph sent for him at New York, and he accompanied him to Brooklyn to see Mr. Norman; that Mr. Randolph saw Norman, and was with him a few minutes, when he joined him, (Tallmadge) and said Norman had promised to come over to the hotel the next day and talk it over; that he had previously suggested to Mr. Randolph the propriety of having some person with him when he conversed with Norman; that Mr. Randolph told him, when they arrived in Brooklyn, that it was unnecessary for him to be present, and he walked to the Navy yard, while Randolph talked with Norman; Randolph said, day before yesterday, that the reason he did not wish him to remain was, that he did not wish to detain him in such a place, (Norman being in a grog shop;) that the next day, Norman saw and conversed with Mr. Randolph in his presence at the City Hotel; Norman said he could explain the accounts to the satisfaction of the government; that Randolph would lose but a few hundred dollars, and would lose nothing if he had his proper vouchers. This Norman said in reply to a question put by him, (Lieutenant Tallmadge;) he knows nothing of the disposition made of Timberlake's property at Boston, having left the ship.

I certify, upon my honor, that the foregoing statement is true, according to the best of my recollection and belief.

BENJAMIN TALLMADGE, JR.

WASHINGTON, *February 13, 1830.*

K.

John B. Timberlake, Esq., late purser of the United States frigate Constitution, died on the 2d day of April, 1828, and on the same day I ordered (verbally) Lieutenant E. A. F. Vallette, first lieutenant of the Constitution, to cause an inventory of money and articles of every description, in charge of the late purser, to be made, conformably to the rules and regulations of the service in such cases. Lieutenant Vallette subsequently reported to me that he had appointed Lieutenant R. B. Randolph, second lieutenant of the ship, Midshipman Amasa Paine, and — Norman, steward to the late purser, who, he informed me, had performed the duty assigned them, and made to me a statement of the amount of money on hand; which statement has unfortunately been mislaid or lost. The amount, to the best of my recollection, exceeded eleven thousand dollars, which money, with all other property of a public nature, was taken charge of by Lieutenant R. B. Randolph, who, having volunteered to perform the duties of purser till our arrival in the United States, there being no purser in the squadron who could be spared from other vessels, and the Constitution being on the eve of her departure for the United States, was appointed to that duty, and who is consequently accountable at the Navy Department for the said amount of money, and all other articles by him taken in charge.

The Constitution offering the earliest opportunity for the United States after the death of Mr. Timberlake, on our arrival at Boston I made inquiry, and, to the best of my recollection, of Lieut. Randolph, acting as purser, whether a copy of the inventory of articles on hand at the death of the late purser, and a statement of the amount of cash, had been transmitted to the office of the Fourth Auditor of the Treasury, and was answered in the affirmative. I concluded that the measures I directed had all been carried into effect, and that the proper department was in possession of every information on the subject, till very recently, when I was shown the account current of Lieutenant Randolph, and found that the late Mr. Timberlake was not credited with the amount of money on hand at his death, as he should have been.

The private property of the late Mr. Timberlake, as he had requested should be done, was taken in charge by Lieutenant Vallette, who, he informs me, delivered the same to the widow of Mr. Timberlake.

Mr. Norman, steward of the late Mr. Timberlake, I particularly directed should be present at the counting of the money, and making inventories of all other property on hand, as, having charge of all articles received, and the issues made by the purser, was most competent to give such information as might be required by the officers associated with him in that duty, and would be attentive to the interests of his late employer.

DANIEL T. PATTERSON.

WASHINGTON, *February 20, 1830.*

L.

WASHINGTON, *February 23, 1830.*

SIR: In compliance with the verbal request you made this morning, I have the honor of stating that I examined and stated the account of Lieutenant Robert B. Randolph, acting purser of the United States frigate Constitution, but have no recollection of having heard him say anything respecting the money or effects of the late purser, John B. Timberlake, whom he succeeded. It is, however, certain, that he never did show me any inventory, nor do I remember ever having asked him for any.

During the greater part of the time I was engaged in the adjustment of his accounts, Mr. Randolph was absent in Virginia, and the settlement was attended to by Mr. Robert Calder, who was employed by him in Boston to assist in paying off the crew, and who, he said, knew more about the accounts than himself.

From Mr. Calder I learned that he had brought on with him the books and papers belonging to the late Mr. Timberlake; but they were not opened in my presence, nor did I ever see them till in the hands of Mr. Handy, who settled the accounts. I do not know who put the papers into Mr. Calder's hands at Boston. He came on with Mr. Randolph. Many months after the settlement of Mr. Randolph's account, it was discovered that he had receipted to G. S. Ladico, naval storekeeper at Port Mahon, for a large amount of slops, which he had not credited in his account current. At the time of settlement, I did not know that such a receipt had ever been given. Had I known it, my obvious course would have been to charge him with the slops, for which he is still held accountable, and credit him with the amount turned over to the naval storekeeper at Boston, which I think has been erroneously passed to Mr. Timberlake's credit.

I am, sir, very respectfully, your obedient servant,

ROB. GETTY.

To AMOS KENDALL, Esq., *Fourth Auditor.*

M.

FOURTH AUDITOR'S OFFICE, *February 23, 1830.*

SIR: The several questions propounded by you to me this morning, in relation to the accounts and papers of the late Purser John B. Timberlake, I proceed to answer, from memory, in the order in which they were proposed.

First. Into whose care did the books, papers, &c., of Mr. Timberlake pass when they came into the office?

All the papers of Mr. Timberlake were first placed in the hands of Mr. Ezekiel Macdaniel, who at that time had charge of all the accounts belonging to the purser's department.

Second. Was there, at that time or at any subsequent time, any conversation about an inventory, about money or property left by Mr. Timberlake, or about the letters of Major Eaton?

I never heard any conversation on the subject of an inventory until after the accounts of the purser were settled, when I was informed by yourself that such an inventory had been made, and a copy placed with his papers. Soon after the accounts were placed in my hands for settlement, I did hear, but from whom I cannot recollect, perhaps from Mr. Thomas Norman, the purser's steward, that all the private property, papers, and money, belonging to Mr. Timberlake, had been delivered to the widow on the arrival of the ship at Boston: such, I mean, as were found on board at the time of her arrival, except a few articles which were sold at auction, and the proceeds credited to the purser.

Since the settlement of the purser's accounts, I was informed by yourself, and subsequently by Lieutenant Robert B. Randolph, that he received money which was left unexpended at the death of the purser; and that he had at Richmond a statement which would show the amount. Upon my asking Mr. Randolph how he had disposed of those funds, he said he had applied them to the discharge of claims against the purser, and for advances to the crew of the Constitution, all the receipts for which had been taken in the name of the purser. From the time the purser's accounts were deposited for settlement, to the present, there has been much conversation in the office about the letters of Major Eaton.

Third. Were the letters of Major Eaton read in the office in your hearing? Do you know that copies were taken? When, and by whom, were Timberlake's papers put into your hands for examination and settlement?

The letters of Major Eaton were read in my hearing, as well as in the hearing of a number of others then in the room. I do know that copies or extracts were taken. The papers of Mr. Timberlake were put into my hands for examination and settlement by Mr. Ezekiel Macdaniel, then at the head of that branch of accounts, but at what time my memory does not serve me to say.

Fourth. Did I ever examine, or, so far as you know or believe, know of the existence of the letters of Major Eaton until after my return from the western country? State the circumstances attending my inquiry for them, and their delivery to me.

You never did examine, and, so far as I know or believe, know of the existence of the letters of Major Eaton until after your return from the western country. After the settlement of the account of the purser, and previous to your return from Kentucky, I consulted with the chief clerk as to the proper disposition to be made of those letters, which I had felt it my duty to retain until after the settlement of the purser's accounts, and he agreed with me in opinion that they should be delivered to you on your return. Soon after your return, perhaps on the following Saturday, I made two unsuccessful attempts to deliver them to you; you were, both times I went to your room, engaged with others on business. On the following Monday, early in the morning, you came to my desk, and invited me into your room, where I met with Mr. Branch, the Secretary of the Navy. You observed to me that a report was in circulation that there were certain letters of Major Eaton in my possession. I replied that there were such, and mentioned the disposition I had intended to make of them. You requested me to bring them to you; I did so, and then withdrew.

Fifth. In what condition did you find Mr. Timberlake's accounts?

The accounts of Mr. Timberlake, from the commencement of his pursership of the frigate Constitution to the 15th May, 1826, were tolerably accurate; but from that period to the date of his death, 2d April, 1828, they were in a very confused state, without abstract, account current, or any other guide whatever, to enable me to get at his debits and credits, except such as our own books afforded. The vouchers for payments, original, duplicate, triplicate, and quadruplicate, together with seamen's old papers, private bills, public letters, &c., all thrown together in one common mass, which required much time and care to arrange for settlement.

Sixth. Did you, until since the close of the accounts of Mr. Timberlake, ever hear, in the office or out, of any inventory of money or property left on board the Constitution by Mr. Timberlake, or that any money was left? If so, from whom? Did you ever converse with Mr. Norman in relation to this account, and what explanations did he give?

I never did hear of any such inventory until since the close of Mr. Timberlake's accounts, and then first by yourself; afterwards Lieut. Randolph informed me he had a statement, but did not call it an inventory. Mr. Norman, I think, was in the office but once, and then but for a very short time; of course I

had but little conversation with him. I asked him but few questions, expecting him to be with me during the settlement of this account, but which was prevented, in the first instance, by his sickness, and afterwards by my being able to do without him.

Seventh. In what condition did you find Mr. Timberlake's letter book? Did you ever see his latest account book with the officers?

I found Mr. Timberlake's letter book much mutilated by the cutting out of leaves. The first account book with the officers refers to a second. The second I never saw.

I am, sir, very respectfully, your obedient servant,

JAMES H. HANDY.

AMOS KENDALL, Esq.

N.

The following passage was read to Mr. Norman, from a letter of J. K. Paulling to the Fourth Auditor, dated 18th February, 1830:

"After the receipt of your letter enclosing the queries of Com. Patterson, I concluded to send a request to Mr. Norman that he would call and see me at my office, and he came this morning. On my stating to him the reasons for requesting this interview, his reply was, that he knew nothing on the subject of the money or property left by Mr. Timberlake, except having understood generally that there was some money and property. What became of it he could not tell. He neither assisted in counting the one, or taking an inventory of the other."

He was asked: Is this true? Reply: It is, except that he told Mr. Paulling that Mr. Randolph paid some of Timberlake's debts out of his money, and that his handwriting would show how much. The men discharged on the 31st March, on Timberlake's pay roll, were paid out of that money, not on that day, but a few days afterwards. All the officers, settled with up to the 31st March, were also paid out of that money. A pay roll of those discharged, and another of the officers paid, were made out, but he does not know what has become of them. He has never seen these rolls since he transferred the accounts to Mr. Randolph.

On Commodore Patterson's observing that he had particularly directed that Mr. Norman should be present at the counting of the money and taking the inventories, he replied that he was not present. Mr. Paine, Mr. Vallette, and he thinks Mr. Randolph, counted the money and took the inventories. He had the keys to Mr. Timberlake's slops and stores, which were taken from him at Mr. Timberlake's death; the chests and boxes containing the articles were all nailed up, and were not opened until the vessel arrived at Boston. There was a chest containing shirts, vests, trowsers, &c., none of which were sold after Timberlake's death. None of Mr. Timberlake's goods or slops were drawn or used by Mr. Randolph. The stores were sold by order of the Secretary of the Navy, as he understood, at Boston, and the slops turned into the naval store. Mr. Randolph made a requisition for a few slops himself at Port Mahon. Randolph gave a receipt for these, included in a bill of other slops got by Mr. Timberlake. He served out all Mr. Randolph's slops himself—none of Mr. Timberlake's were used. He cannot tell why Mr. Randolph has obtained a credit for more slops than he is charged with. There was but a few slops left belonging to Randolph when the ship arrived at Boston.

A bill of Orfila, for clothing made on account of Mr. Timberlake, was also paid out of that money. He thinks the whole amount paid must be eight or nine thousand dollars. The object of paying the discharged men and officers on Timberlake's roll was to save trouble. Lieutenant Vallette and Lieutenant Tallmadge were paid some of this money; also, Amasa Paine and all the officers.

Mr. Timberlake's private papers were on shore, and were put up, he believes, by Lieutenant Vallette and Lieutenant Paine; his public papers were in his (Norman's) possession, and after he had made the transfers to Randolph, they were also packed up.

Orfila's bill was a tailor's bill, altogether private; the clothes made were all or about all issued before Timberlake's death; Lieutenant Randolph wished to have them entered on his own account, but Commodore Patterson refused to let him do so. The articles as received were entered before the 31st March, and the prices attached afterwards, when they got Orfila's bill. Orfila's bill was paid out of Timberlake's money by Mr. Randolph, subsequent to T's death. He does not know how the receipts came to be dated 15th March, 1828, unless they were sent in when Mr. Timberlake was too ill to attend to business. Mr. Downing, the witness to one of the receipts, did not arrive at Port Mahon until the day after Mr. Timberlake was buried. The original receipt is not in his (Norman's) handwriting, the duplicate and triplicate are. He does not know how it happened that there are different witnesses to the original duplicate and triplicate. He does not recollect why the approval of the Commodore is not affixed to the duplicate and triplicate. Mr. Downing is a witness to one of the latter.

A box of \$2,000 was taken on shore to Mr. Timberlake's room. After his death it was brought on board, and had but \$750 in it. He never knew what became of the balance. He never knew of any bills or anything whatever to be paid out of it. Mr. Randolph and Mr. Vallette brought it from shore into his (Norman's) room, and counted it; he had no hand in counting the money, but understood there was about \$750.

The officers' book, missing from the Fourth Auditor's office, is, he thinks, in a trunk of his at Baltimore, which he expects here to-day. These papers came into his possession at Boston. He did not aid in unpacking and repacking Timberlake's papers at Boston. The final receipt roll of Mr. Timberlake was delivered by him to Mr. Randolph at Boston, about the 15th July, immediately after which he left Boston. A parcel of loose requisitions and other papers were packed in a trunk and sent after him by the person who attended him, among which is the book spoken of. He thinks it was about the time Mr. Calder and Mr. Randolph brought on Mr. Timberlake's account. This book had not been packed up, but remained in his possession, to enable him to make out the final receipt roll, which was not completed until the arrival of the ship at Boston. He thinks this book was never in the possession of Mr. Randolph or Mr. Calder. He never had Timberlake's letter book in his possession, except in Mr. Timberlake's room, to copy some letters from it. He knows nothing of the cutting of any leaves out of it. None were observed by him to be cut out when he copied from it. On being shown the book, he recognized it perfectly. He has never seen it before since Timberlake's death—it was on shore at his room.

1.

FOURTH AUDITOR'S OFFICE, *February 24, 1830.*

DEAR SIR: Lientenant R. B. Randolph, of the navy, has just left me with a threat of appealing to yourself and Mr. Tyler, in relation to the course proposed by myself, the Second Comptroller, and Commodore Patterson, in investigating his and J. B. Timberlake's accounts in connection with the pursership of the frigate Constitution. His threat falls powerless; I will not, knowingly, do him injustice, nor be deterred from doing justice to others. If, however, a complaint shall be made to you, may I respectfully request that you and Mr. Tyler will call on me, that I may put you in possession of the facts.

With high respect, your obedient servant,

AMOS KENDALL.

Reply.

Mr. Tazewell's compliments to Mr. Kendall, and assures him that, should any complaint be made to him against Mr. Kendall's official conduct, which, in the opinion of Mr. Tazewell, requires either explanation or notice from Mr. Kendall, he shall be promptly informed of it.

WASHINGTON, *February 24, 1830.*

2.

WASHINGTON CITY, *February 25, 1830.*

MY DEAR SIR: I have been informed, by a friend of Lientenant Randolph, that you refused to permit his clerk to give the explanations touching the business of Timberlake and our intimate friend Eaton, and that he went, immediately after leaving your office, to his friends in the Senate, and made them acquainted with the conduct which you were pursuing towards him; they expressed the utmost indignation as to your procedure; that they would make you suffer for it. I could not learn the names of all; there are five of them; Mr. Tazewell and Mr. Tyler, I am informed, are bosom friends of his; the three others I could not get at, but was told, one from Maryland, one from North or South Carolina, and the other from Louisiana; in addition to which, a large number from the lower House are interested in his favor. I further learnt that he has a document in his possession, which he showed his friends, that will prostrate you, if true, and he is prepared to substantiate the facts. I communicate this as your friend, and would subscribe my name, but do not wish to be drawn in the scrape.

3.

All the money paid to the officers of the Constitution, under date of 31st March, 1828, was, to the best of his belief, paid out of the money left by Mr. Timberlake. He does not recollect the reasons why a number of the entries, dated on the 31st of March, have been erased and altered. He did not pay out any of the money after it was received by Mr. Randolph; it was paid by the latter, and he made the entries as it was paid. The whole of the roll of men discharged was paid out of Timberlake's money; the men were all paid by Mr. Randolph himself. He thinks these payments were made to the officers the day after Timberlake was buried; the men were paid off also on one day, but some time afterwards. He does not know whether the whole of the money was counted at the same time; he was not present, except when the \$750 were counted.

The discharge roll produced he found in the officers' book, also now produced; he had no idea that it was there until he took it out of his trunk. All the payments made on Timberlake's general receipt roll on the 31st of March, 1828, were made out of this money.

The books and papers of Mr. Timberlake, to which access is necessary, are, the final receipt roll, the officers' receipt book, Orfila's bill, and perhaps others.

4.

FEBRUARY 1, 1830.

GENTLEMEN: It is now half-past two o'clock; I am both thirsty and hungry, but will call to-morrow, to know whether or not you will permit me to have the books and papers desired by.

Yours, with due respect,

R. B. RANDOLPH.

MESSES. KENDALL AND HILL.

5.

WASHINGTON, *March 1, 1830.*

SIR: Mr. Norman will be permitted to have access to the books and papers of Mr. Timberlake, to make out an account current, in the following manner:

A clerk of the Fourth Auditor's office will be associated with him in that duty.

They will first debit you with the amount of money counted and delivered over to you on account of Mr. Timberlake, according to your own memorandums.

They will then proceed to credit you, from the officers' book and discharge roll, with the amounts alleged to be paid by you, entering each item separately.

They will credit you with the sums which Mr. Norman asserts were paid by you on Timberlake's general receipt roll, and other papers, entering each item separately.

The account current so made out will be taken as a part of Mr. Norman's statement.

Respectfully, your obedient servants,

AMOS KENDALL.
ISAAC HILL.
DANL. T. PATTERSON.

P. S.—Mr. Rives will aid Mr. Norman. It is desirable that the business should be concluded to-morrow.

A. K.

Lt. ROBT. B. RANDOLPH, *U. S. Navy. Present.*

6.

NAVY DEPARTMENT, *March 2, 1830.*

GENTLEMEN: Your letter of yesterday's date I have received, and do most solemnly protest against the course prescribed therein. Under the act of Congress passed in March, 1809, art. 19, sec. 4, and art. 22 and sec. 9, you will find that you have most willfully violated the laws of your country, as well as principles of honor and propriety, thereby manifesting, in the most conclusive manner, what I charged you with yesterday, that justice was not to be obtained by me at your hands.

Respectfully, your obedient servant,

R. B. RANDOLPH.

MESSRS. KENDALL, HILL and PATTERSON.

7.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 4, 1830.*

SIR: In the investigation of the accounts of John B. Timberlake, late purser of the frigate Constitution, it becomes important to know what money was paid to you on his account, during the month of March, 1828, when the ship was lying at Port Mahon. On his officers' receipt book you are charged with \$178.04, under date of 21st of that month. If you have any private memorandum, or any recollection of the circumstances, I wish to be informed whether you *actually received* this money *before* that day, *on* that, *or after* that day, and *from whose hands?*

I am, very respectfully, your obedient servant,

AMOS KENDALL.

Lt. WILLIAM F. SHIELDS, *U. S. Navy, Athens, Ga.*

Similar letters were addressed to the following persons, with the difference in their address, and the sums set opposite their names:

John Ball, boatswain, Port Mahon.....	\$52 85
John Smith, boatswain, New York.....	72 87
Lieut. W. L. Dulany, Portsmouth, N. H.....	119 60
Lieut. John H. Marshall, New York.....	176 62
P. Mid. Amasa Paine, Pensacola.....	26 55
Saul Mosely, surgeon, Rio de Janeiro.....	217 56
Lieut. John Pope, Augusta, Maine.....	134 93
Mid. John T. Jenkins, Brooklyn, N. Y.....	50 99
John F. Brooke, surgeon's mate, Boston.....	90 26
James Corneek, surgeon, Norfolk, Va.....	100 00

8.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 4, 1830.*

SIR: In the investigation of the accounts of John B. Timberlake, late purser of the frigate Constitution, it becomes important to know what money was paid you on his account during the month of March, 1828, when the ship was lying at Port Mahon. On his officers' receipt book you are charged with \$27.55, under date of the 31st of that month. If you have any private memorandum, or any recollection of the circumstances, I wish to be informed whether you *actually received* this money *before* that day, *on* that day, *or after* that day, and *from whose hands?*

The charge above referred to appears to have been erased, altered, and reduced in amount. Will you be so good as to inform me whether the amount actually received by you corresponds with that above stated, and whether you have any knowledge when, by whom, or for what reason the erasure and alterations have been made?

Very respectfully, your obedient servant,

AMOS KENDALL.

Passed Midshipman JAMES H. WARD, *Hartford, Ct.*

Similar letters were addressed to the following officers of the navy, with the difference of address and sums set opposite their names respectively:

Mid. P. A. Stockton, Philadelphia.....	\$26 55
P. Mid. Jonathan Ingersoll, New Haven, Ct.....	18 55
Mid. R. S. Page, Brooklyn, N. Y.....	26 55
Mid. Henry Hoff, Philadelphia.....	27 00
Mid. Lewis G. Keith, Valparaiso.....	26 55
Mid. William Radford, Pensacola, W. F.....	26 55
Mid. C. H. Hansford, Pensacola, W. F.....	26 55

9.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 4, 1830.*

SIR: In addition to the information requested of you in a letter of this date, relative to your own account with the late Purser J. B. Timberlake, I have further to request that you will state to me what you know or recollect on the following points:

Lieut. Vallette informs me that you were one of those designated by him to count the money of John B. Timberlake, and take inventories of the effects at the time of his death. No trace of the amount of money left by him, or any inventory of his public or private stores, is to be found in this office. If you indeed assisted in counting the money, or taking inventories of the property, I ask you to inform me of the fact. Further, if you know what disposition was made of the money or the property, or any part of it. I hope you will not fail to tax your recollection and give me the result.

This subject, from peculiar circumstances, has become one of considerable interest. I wish to reach "the truth, the whole truth, and nothing but the truth."

I have already received statements from Com. Patterson, Lieuts. Vallette and Tallmadge, and Mr. Norman. The disposition of the money, as well as its exact amount, are still left in mystery.

I hope, sir, you will answer me as soon as your convenience will permit, and give me in detail every circumstance you can recollect, having a bearing upon the objects of my inquiry.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

Passed Midshipman AMASA PAINE, *U. S. Navy, Augusta, Ga.*

10.

PHILADELPHIA, *March 7, 1830.*

SIR: In answer to your letter of the 4th instant, I have to state that I have no private memorandum or any recollection of the circumstances relative to the receipt of money, during the month of March, 1828. I can only say that it was an order from the captain, that the midshipmen should only receive, at the end of each month, the pay, &c., which might be due them, and can add, for myself, it was pretty regularly applied for, particularly while lying in port. As regards the particular amount paid me in the month of March, I find it impossible to recollect.

In answer to your question, whether I have any knowledge "when, by whom, and for what reason the erasure and alteration" (in Purser Timberlake's receipt book) "has been made," I have only to say that I have not the least knowledge of the circumstance.

I am, very respectfully, your obedient servant,

P. S. STOCKTON, *Passed Midshipman U. S. N.*

AMOS KENDALL, Esq., *Fourth Auditor.*

11.

HARTFORD, *Conn., March 9, 1830.*

SIR: I have received your communication, dated March 4th, requesting information respecting the receipt of a sum of money charged to me on the 31st March, 1828.

The ship's log book will show that Purser Timberlake died on the 2d April; it is, therefore, reasonable to conclude that, on the day referred to, he was too feeble to attend to the payment of officers' accounts. I have no account or memorandum that affords the information requested.

From December, 1827, we were in the habit of receiving our pay monthly; and it was easy to know, at the end of each month, nearly the amount due. This was the case during the greater part of the cruise. I have never received a cent, other than on account of pay, since I have been in the service, except the per diem allowance and traveling expenses received from you in March, 1829. Whatever, then, is charged must have been for pay, and I am confident that the amount received has not, in the whole time, varied five dollars from that actually due.

Your obedient servant,

JAMES H. WARD.

To AMOS KENDALL, Esq., *Fourth Auditor, Treasury Department.*

12.

Boston, Charlestown Navy Yard, March 10, 1830.

Sir: I received your letter of the 4th March, relative to the accounts of the late Purser Timberlake.

I have no recollection of having received the money you state as being charged against me, on the books of Mr. Timberlake, at that period, or at any other time during my being attached to the Constitution. I kept no account of the moneys I received from him, but never received any, to the best of my recollection, without having given him receipts. I believe my account to have been correct as taken up by Mr. Randolph, who did the duties of purser after the decease of Mr. Timberlake, nor was he ever in advance to me during the time I was on his books.

Very respectfully, your obedient servant,

JNO. F. BROOKE.

13.

MARINE BARRACKS, Portsmouth, N. H., March 11, 1830.

Sir: Your communication of the 4th instant is before me.

In answer, have the honor to state, I have never kept a private memorandum of any moneyed transaction had at any time with the late Purser Timberlake; that I have no recollection of the particular date, (31st March, 1828,) as set forth in your letter. I do not remember having received the sum of \$119.60 from John B. Timberlake, or any other person, either *before, on, or after* the 30th March, 1828; it may have been that that particular sum was paid me, or it may not.

It would afford me much satisfaction to be enabled to give your Department such information as might facilitate the adjustment of any public accounts before it, and more particularly those with which it would appear I am connected.

In conclusion, I think it but proper to suggest that, if I was in Washington, and had access to the accounts in question, it might be that explanations touching those points would be elicited by references which are now entirely impracticable.

I should be happy to have your views upon this subject.

I am, sir, very respectfully, your obedient servant,

WM. DULANY, Lieut. U. S. M. C.

To AMOS KENDALL, Esq., Fourth Auditor, Treasury Department.

14.

AUGUSTA, Maine, March 12, 1830.

Sir: In answer to your letter of the 4th current, I have to state that I have no memorandum or any recollection of the circumstances of which you wish to be informed.

I have not the least knowledge of ever receiving any money on the account of J. B. Timberlake, that was not paid to me by him, and receipted for.

I am, sir, respectfully, your obedient servant,

JOHN POPE.

AMOS KENDALL, Esq., Fourth Auditor, Washington City.

15.

NEW YORK, March 13, 1830.

Sir: Your letter of the 4th ultimo was received this day, and would have been received and answered at an earlier period, had it been sent to my residence, Hudson, N. Y. Any communication you may have occasion to make, please direct to that place.

In reply to your interrogatories, I can only say that the charge made by Purser Timberlake, alluded to in your letter, is *entirely incorrect*. I never received money from him, or others, without giving a receipt for the same.

If I mistake not, on reference to your books, you will find I was transferred to the Porpoise, either before or near that period. At all events, *I had no other advances than my pay, for which I invariably gave receipts.*

Very respectfully, your obedient servant,

JOHN T. JENKINS.

AMOS KENDALL, Esq., Fourth Auditor.

Remarks by the Fourth Auditor.

Midshipman Jenkins afterwards called at the office, inspected the entry, denied receiving the money, pronounced his receipt a forgery, and offered to certify to that effect on the book. He subsequently called again, said he had conversed with Mr. Norman, and thought he might have received the money. On examining the account, it was found that, if he did receive it, he was overpaid about \$33, when he declared that he would acknowledge himself even, on that day, but knew that he had not been overpaid. He still denied the signature, but said that Midshipman Edwards, whose initials were opposite to the receipt, might have been authorized to receipt for him.

16.

ATHENS, Ga., March 15, 1830.

SIR: I have received your letter of the 4th instant, and, in reply to it, I have to express my regret that my recollection does not serve me sufficiently to enable me to answer the interrogations therein propounded with any degree of accuracy. During my service in the Constitution, I kept a memorandum of my account, which was preserved until my account was transferred to the Department, and admitted, as I thought, by the Department, by the first remittance which was made to me from thence, and which was made agreeably to it. After that time, my memorandum was consigned to the fate of all other papers which I considered of no further importance.

To the best of my recollection, Mr. Timberlake kept two receipt books; one, which he kept always at hand, and in which small accounts were generally entered; the other was used on occasions of general settlements, when all those small sums were added together and receipted for in it as one sum, and when the receipts in the former book were accordingly canceled. I think it quite probable that the sum mentioned in your letter, \$178.04, embraces in this way various small sums which may have been paid to me at different times, part by Mr. Timberlake, and part, possibly, by Mr. Randolph, on or previous to the 31st March, 1828; at which time, as appears from a statement of my account, furnished me by Mr. Randolph on my quitting the Constitution, Mr. Timberlake's books were closed, and the accounts transferred to the books of Mr. Randolph. As to the amounts of money received, at what time received, and from whom, it is impossible for me to inform you at this length of time, from recollection only, which is all, as I have before mentioned, that I have now to refer to. All that I can be certain of, in relation to my account with the Constitution, is, that my account, as transferred by Lieutenant Randolph to the Department, agreeably to which I have been since paid by the Department, and a transcript of which was given to me on quitting the ship, is correct. This I can be certain of, because the account, as brought from the books of Mr. Timberlake, and closed with me by Lieutenant Randolph, agreed at the time with my own. I would further remark, sir, that any variation in Mr. Timberlake's accounts from this result, whether in favor or against me, must be incorrect.

Very respectfully, sir, I have the honor to be, your obedient servant,

W. F. SHIELDS.

To AMOS KENDALL, Esq., *Fourth Auditor Treasury Department.*

17.

NORFOLK, March 16, 1830.

SIR: I received your communication of the 4th instant. In reply to it, I am unable to give you any information respecting \$100, charged to me on the 31st of March, 1828. I have no private memorandum to refer to, and have no recollection of it whatever. If I were to see my account for three or four months previous to that date and afterwards, it is probable I might find out from whom I received it, but no more. As to the particulars which you wish to learn, I am sure I could never ascertain them.

I am, very respectfully, your obedient servant,

JAMES CORNICK.

AMOS KENDALL, Esq., *Fourth Auditor.*

18.

NEW HAVEN, Conn., March 22, 1830.

SIR: In answer to your letter of the 4th of March, requesting me to state what money was paid to me in the month of March, 1828, on the account of John B. Timberlake, late purser of the frigate Constitution, I have to state that I have no private memorandum of moneys received; neither have I any recollection of the amount received in the month of March, 1828.

Very respectfully, your obedient servant,

JONATHAN INGERSOLL.

AMOS KENDALL, Esq., *Fourth Auditor Treasury Department.*

19.

UNITED STATES SHIP PEACOCK, Pensacola, April 12, 1830.

SIR: In reply to your communications of the 4th and 5th ultimo, I have to state that I have no positive recollection of the exact amount of money paid me on account of Mr. Timberlake during the month of March, 1828, but presume the amount of \$26.55, under date of the 31st of that month, is what I received, as it is the exact amount of my pay and rations for that month, and the midshipmen in the Constitution were in the habit of receiving their pay monthly when in winter quarters at Mahon. Whether I actually received this money on the 31st March, do not positively recollect, but think it was a day or two afterwards, and I think I received it from the hands of Mr. Thomas Norman, Mr. Timberlake's clerk; I know nothing of the cause of the erasure you speak of.

In reply to that part in which you say Lieutenant Vallette has informed you I was one of those designated by him to count the money of the late J. B. Timberlake, and take inventories of his effects at the time of his death, I have to state most positively that I never did count, or aid in so doing, any money left by Mr. Timberlake, nor, to my recollection, designated to count the same or take inventories of his public stores. I was designated by Lieutenant Vallette to take an inventory of Mr. Timberlake's

wearing apparel, and I did so, and packed the same in two chests, putting an inventory of the articles in each chest into the same, locked and sealed the same, and directed them to Mrs. Margaret Timberlake, Washington city, which two chests Mrs. Timberlake received in Boston, and informed me there that the articles and inventories agreed; I also lodged a duplicate of each inventory, and the keys of the chests, with Mr. Vallette, which was done I think on or about the 6th of April, 1828.

I know nothing of the amount of money, or of the public or private stores left by Mr. Timberlake, except his wearing apparel before stated.

I am, sir, very respectfully, your obedient servant,
AMOS KENDALL, Esq.

AMASA PAINE.

20.

TREASURY DEPARTMENT, *Fourth Auditor's Office, April 15, 1830.*

SIR: Enclosed you have a copy of a receipt for provisions and slops, received by the purser of the frigate Constitution in 1828. Doubts are entertained whether the acting purser who signs the receipt actually received and ought to be charged with all those articles, or whether a portion of them were received by Purser Timberlake previous to his death. Will you be so good as to give me detailed information whether these articles were or were not received by Mr. Timberlake, and, if any part was so received, what part and at what time?

You have also a copy of the receipt of James Orfila, acknowledging the receipt of \$2,259.50 of Purser Timberlake, on the 15th of March, 1828. It has been alleged that this bill was not paid by Mr. Timberlake on that day, but by another person after Mr. Timberlake's death. Will you have the goodness to inquire of Mr. Orfila whether this bill was paid at the time the receipt bears date, and if not, when and by whom it was paid? You will oblige me if you will procure Mr. Orfila's deposition to the facts of the case.

Very respectfully, your obedient servant,
G. THEODORE LADICO, Esq., *American Consul, Port Mahon.*

AMOS KENDALL.

21.

UNITED STATES OF AMERICA, *Navy Depot, Port Mahon, April 24, 1828.*

I declare to have received, by Theodore Ladico, Esq., American consul, from the stores of the aforesaid depot, under his charge, and for the United States ship Constitution, commanded by Daniel T. Patterson, Esq., captain or commander, the following stores or provisions, for which I sign triplicate receipts, to wit:

Purser's department.

Flour, sixty-six barrels; bread, nine hundred and eighty-four barrels; beef, two hundred and thirty-eight barrels; pork, two hundred and nine barrels; beans, seventy-eight casks; rice, twelve barrels; butter, forty-three casks; candles, eighteen boxes; whiskey, one hundred and eighty-seven casks; molasses, four casks; vinegar, twelve casks; blue cloth jackets, one hundred and fifty; blue cloth trousers, four hundred and fifty; pea jackets, eighty; flannel shirts, four hundred and fifty; duck frocks, one hundred and thirty; stockings, two hundred and eighty-two pairs; shoes, seven hundred and ninety-nine pairs; mattresses, ten; black silk handkerchiefs, one hundred.

R. B. RANDOLPH, *Purser pro tem.*

Approved: DANIEL T. PATTERSON, *Captain.*

22.

COMMITTEE ROOM, *March 30, 1830.*

SIR: In your report to the Secretary of the Navy, dated 24th February last, and by him transmitted to the Senate, you refer to certain papers in the following words: "In others of the private letters delivered to me, there are evidences of considerable amounts of property owned by Mr. Timberlake in the United States, at the time of their date."

You will please furnish me, for the information of a special committee of the Senate, copies of the letters there referred to.

Respectfully yours,

E. F. CHAMBERS, *Chairman.*

AMOS KENDALL, Esq., *Fourth Auditor Treasury Department.*

23.

TREASURY DEPARTMENT, *Fourth Auditor's Office, April 1, 1830.*

SIR: Your note of 30th ultimo was received this morning. Although the letters referred to are altogether of a private nature, and not the property of this office, I have permission to communicate their contents to whomsoever I think proper, so far as they relate to the property and pecuniary transactions

of Mr. Timberlake. I therefore hasten to comply with your request, by furnishing you with extracts containing all the passages in those letters, observed by me, which relate to his property.

Many of the letters are dated in 1824, 1825, 1826 and 1827, and contain passages relating to his pecuniary transactions; some of them showing that other persons were indebted to him, and some that he was indebted to them. Most of these affairs were doubtless closed before his death, and I do not perceive that these details can be of any use to the committee. If, however, you will apprise me that you desire it, they will all be sent to you.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. E. F. CHAMBERS, Senator. Present.

Extract of a letter from Wm. O'Neale to John B. Timberlake, dated—

CITY OF WASHINGTON, August 3, 1825.

Mrs. Decatur has made a deed for the house and lot, as requested; it is under rent at \$100 per year to Mr. Lovejoy; one quarter is to be expended in repairs.

Extract of a letter from James M'Crea to John B. Timberlake, dated—

NEW YORK, December 30, 1826.

Above you have some of the articles you ordered, all of which cannot fail to please you; the debenture on the handkerchiefs, and the other credit, I shall invest in stock of the Mechanics' Bank, and send the certificate to Mrs. T.

Extract of a letter from James M'Crea to John B. Timberlake, dated—

NEW YORK, January 22, 1827.

The Mechanics' Bank to-day have declared another dividend of $3\frac{1}{2}$ per cent. for six months; it is good stock, and am glad that you selected it.

Extract of a letter from William O'Neale to John B. Timberlake, dated—

CITY OF WASHINGTON, November 20, 1826.

You have ere this received my letter, dated New York, giving you an account of what was done in the case of Smith and Nicols. Francis H. Nicols has acted the part of a gentleman; he gave me bank stock in the Mechanics' Bank at $9\frac{1}{2}$ and 10 per cent. advance for the whole amount of your claim against the firm, with 6 per cent. on the amount due. Mr. M'Crea has done the same."

Copy of certificates of stock in the name of John B. Timberlake, with its dates, &c.

Certificate No. 684, dated 15th Oct., 1824, \$1,000, 15 tr. Cr. 40 shares.

No. 352, dated 10th Aug., 1826, 575, 10 tr. Cr. 23 do.

No. 382, dated 4th Oct., 1826, 275, 10 tr. Cr. 11 do.

No. 384, dated 4th Oct., 1826, 550, 10 tr. Cr. 22 do.

No. 386, dated 5th Oct., 1826, 700, $9\frac{1}{2}$ tr. Cr. 28 do.

\$3,100	124

On the first 40 shares there are 4 dividends due; they divide $6\frac{1}{4}$ per cent., is 126 dollars; the time they divide is 1st August and 1st February.

Mrs. Timberlake has one of the handsomest little houses in the city; rooms 1, 14 by 16 feet; 2, 13 by 16; kitchen, 12 by 18 feet; a large passage, 28 by 12 feet; a handsome stair; up stairs, 3, 14 by 16; 4, 13 by 16; 5, 12 by 18; a small servant maid's room, 10 by 8; on the first floor a store, 10 by 8; a room over the kitchen, 10 by 16; a handsome back shed, all paved; a brick back building, smoke house, a large wood shed, all complete, nearly painted, the whole well enclosed by a good board fence 6 feet high, the yard leveled, and shrubbery all put in in the handsomest style. In the front parlor a handsome marble mantel-piece and marble hearth; back parlor, folding doors, marble mantel, and hearth of the same; the front of the building 28 feet, rough cast and painted; the east rough cast; front palings painted white, and the top green; all done in the best manner. Cost will be about 750 dollars; it will take about \$200 more than the funds in hand and expected. This will be a pleasant place, as I have got a law to have the New York avenue, with others, from Colonel Tayloe's to the Pennsylvania avenue."

COMMITTEE ROOM, March 30, 1830.

SIR: As chairman of a special committee of the Senate, I am charged to make certain inquiries upon a subject on which I have cause to believe you can communicate information.

I therefore ask of you the favor to call on me at my lodgings, at Mrs. Blake's, Pennsylvania avenue, at an hour when the Senate is not in session, or during session hours at the Senate chamber, as may be most convenient to you.

Yours,

E. F. CHAMBERS.

JOHN C. RIVES, Esq.

Similar notes were addressed to Mr. T. H. Gillis, chief clerk, and Messrs. Getty and Handy, clerks in this office.

25.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 24, 1830.*

SIR: In compliance with the wishes of the Hon. E. F. Chambers, expressed in his letter of yesterday, by you referred to me, I have the honor to enclose copies of transcripts of the late J. B. Timberlake's account, made out, the one in 1818, and the other in 1819. After diligent search, no remarks of the Fourth Auditor can be found on record or on file, tending to throw light on the balances then stated to be due.

I am, sir, respectfully, your obedient servant,
HON. SECRETARY of the Navy.

AMOS KENDALL.

26.

OFFICE BANK U. S., *Boston, May 13, 1830.*

SIR: I had the honor to receive this morning your letter of the 10th instant, enclosing a letter from the Secretary of the Treasury, requesting a copy of the account of Robert B. Randolph, late acting purser, with this office, which I now enclose, prepared in as particular a manner as is practicable, the checks having been returned to Mr. Randolph on settlement of his account with this office, and the accounts thereof only being entered in our books, under the date of payment, without regard to the name of the person to whom payable. We some time since transmitted to the Fourth Auditor the checks of pursers, but have long since (at least four years) discontinued the practice in relation to these officers, understanding from them that their checks were not required at Washington. But we have uniformly and regularly, to the present time, transmitted those of the navy agent, receipted, to the Fourth Auditor. Nor do I readily find any order of the Navy Department or of the bank, extending to the former officers, although I have both before me, in relation to the checks of the latter.

With great respect, your obedient servant,

SAMUEL FROTHINGHAM, *Cashier.*N. BIDDLE, Esq., *President of Bank U. S.*

R. B. Randolph, acting purser,

In account with Office Bank United States, Boston.

Dr.

1828.

July 16. To checks paid, viz:

\$213 80	\$197 74
479 65	256 07
300 55	204 27
227 70	136 14
99 62	133 17
68 18	87 94
130 04	226 04
219 70	172 67
119 84	191 67
252 48	162 26
164 03	178 54
311 27	164 57
471 68	289 24
111 35	240 72
156 21	189 43
366 13	232 23
367 53	255 62
256 92	83 92
97 93	155 52
310 88	150 91
54 00	312 18
395 23	198 07
557 06	236 52
84 81	319 72
230 45	54 09
280 40	177 78
137 05	456 38
111 39	174 84
180 28	230 27
113 19	276 20
141 26	157 90
134 66	280 83
100 78	237 68
358 63	93 00
202 64	149 97
186 09	224 42

July 16. To checks paid, viz:

\$293 00	\$265 34
187 77	68 37
268 80	127 27
146 34	30 02
241 44	194 14
241 95	195 20

\$17,541 57

July 17. To checks paid, viz:

\$204 51	\$326 60
110 71	198 93
248 32	144 99
135 80	122 87
371 90	273 67
73 30	306 76
48 48	293 67
118 36	568 83
87 26	165 92
218 06	296 17
334 94	174 32
141 08	266 44
135 80	236 89
293 48	34 31
144 54	73 08
215 35	248 78
163 34	308 63
343 88	151 61
150 07	131 74
265 57	17 69
172 26	114 87
215 78	225 55
141 58	124 47
105 57	176 58
182 55	108 72
175 64	412 75
360 41	411 75
144 19	143 73
171 09	81 49

Dr.

July 17. To checks paid, viz:

859 57	\$111 99
188 61	206 13
25 77	48 36
293 43	145 25
229 81	232 45
517 11	156 19
167 58	108 63
35 02	137 99
307 11	380 67
187 10	428 72
114 66	89 06
313 34	109 08
60 06	133 26
358 21	35 26
103 92	132 89
259 39	333 94
156 33	178 50
116 25	491 07
151 60	45 26
113 04	190 42
36 53	211 15
232 02	171 98
327 38	206 19
123 66	247 62
77 34	304 77
224 46	76 59
270 70	50 48
175 67	252 60
292 70	196 28
231 47	387 00
288 60	65 54
321 85	380 18
115 79	292 12
123 82	456 09
186 51	140 33
197 41	59 21
287 13	245 31
223 41	335 19
276 39	86 67
239 54	83 07
240 79	45 81
182 60	111 40
306 59	131 00
166 49	118 13
231 19	172 82
158 60	240 17
235 17	114 73
175 36	28 58
119 58	115 50
317 88	240 31
244 38	280 31
39 82	144 79
446 29	156 74
50 34	145 59
296 98	201 01
116 04	295 62
192 20	114 12

\$33,715 55

July 18. To checks paid, viz:

\$125 15	\$196 61
178 68	125 14
55 23	567 74
153 49	42 42
190 57	10 25
132 68	263 70
94 28	228 48
370 30	220 64
338 67	237 35
61 40	157 71
105 12	177 45
85 53	53 97
151 26	26 95
192 94	107 61
177 46	50 37
288 28	103 87
209 71	131 38

July 18. To checks paid, viz:

\$40 24	\$197 56
138 57	198 61
76 23	49 97
19 37	93 72
131 62	40 97
40 36	25 00
43 63	102 77
47 00	23 99
25 25	23 99
64 94	24 50
112 10	135 55
139 20	411 98

\$7,819 44

July 19. To checks paid, viz:

\$52 26	\$36 63
20 00	50 00
127 19	41 32
118 47	43 48
201 46	20 27
46 04	366 70
96 41	517 69
120 44	94 01
67 70	52 23
73 38	189 59
104 88	578 62
125 63	41 88
53 31	115 40
236 84	57 95
12 24	313 73
76 22	

4,051 07

July 21. To checks paid, viz:

\$181 39	\$88 55
112 16	212 02
136 54	175 96
110 15	107 07
74 91	55 55
171 63	69 28
46 71	126 41
63 58	42 57
77 98	20 00
110 98	27 51
71 67	253 12
117 04	192 05
190 98	138 87
2 92	497 00
10 00	137 46
67 82	91 84
99 44	102 39
135 63	121 21
56 06	49 73
7 31	65 94
183 97	98 71
40 14	62 29
35 79	100 12
15 41	135 90
47 57	158 44
120 21	

5,418 04

July 22. To checks paid, viz:

\$20 43	\$104 55
16 00	34 76
50 00	45 00
213 35	151 02

635 11

July 23. To checks paid, viz:

\$24 38
20 00
128 04
25 00

197 42

July 24. To checks paid, viz:

\$100 00
7 75
60 62

168 37

		Dr.			
July 25. To check paid, viz:	\$21 74		August 1. To checks paid, viz:	\$120 09	
		\$21 74		90 94	
July 28. To checks paid, viz:	\$198 56			280 08	
	238 19			205 59	\$696 70
		436 75	August 9. To check paid, viz:	\$24 50	
July 29. To check paid, viz:	\$140 00				24 50
		140 00	August 12. To check on Norfolk.*		155 17
July 30. To check paid, viz:	\$200 00		August 22. To check.†		9,718 06
		200 00			\$81,500 00
July 30. To checks paid, viz:	\$40 16		August 31. Balance, N. A.		10,000 00
	319 45				\$91,500 00
	200 00				\$10,257 43
		559 61	October 21. To check.‡		
		Cr.			
1828.					
July 12. By deposit					\$91,500 00
Sept. 1. By balance brought down.....					10,000 00
Oct. 20. By difference					257 43
					\$10,257 43

SAM. FROTHINGHAM, *Cashier.*OFFICE BANK UNITED STATES, *Boston, October 21, 1828.*

27.

		United States Navy Department, In account with Lieutenant D. T. Patterson, Esq.,	Dr.
1828.	No.		
April 2.	1.	To paid J. Armistead's bill for the hospital department.....	\$7 50
April 7.	2.	To paid Peter A. Serra's bill for slop book, &c.....	35 30
April 7.	3.	To paid Lieut. Dulaney (of the marine corps) services as quartermaster..	44 00
April 10.	4.	To paid Catharine Rooke's bill for washing for the hospital department...	16 25
April 13.	5.	To paid J. Canapa's bill, on account of J. B. Timberlake, (per order) for materials for slop clothing.....	1,483 43
April 13.	6.	To paid John Lewri, on account of do., (per order) bill of stores.....	1,417 70
April 13.	7.	To paid Henry & McCall, on account of do., (per order) bill of exchange of J. Pulis, consul at Malta.....	1,338 28
April 22.	8.	To paid Hill & Blodget, on account of do., (per order) bill of stores.....	34 43
April 26.	9.	To paid bills for the hospital department.....	228 70
April 28.	10.	To paid Bernard Pons for pilotage at Mahon.....	16 00
May 13.	11.	To paid Brariana & Johnson's bill for cabin furniture.....	6 62
May 13.		To paid in money, as per pay roll, to officers and crew.....	86,068 74
May 13.		To commission on the above amount, at 2½ per cent.....	2,267 42
May 13.		To paid in slops, as per roll, to crew.....	851 66
May 13.	12.	To expenses on shore at Gibraltar, on duty.....	26 00
July 1.	13.	To bill of stores issued to the hospital department.....	48 56
Aug. 1.	14.	To amount of slops receipted for by George Bates, Esq., navy storekeeper, Charlestown, Mass.....	764 64
Aug. 13.	15.	To expenses at Charlestown on extra duty, attending to the slops and effects of the late J. B. Timberlake, per order of the honorable the Secretary of the Navy; and waiting orders for the disposal of his books and papers, &c.....	90 00
Aug. 13.	16.	To paid postage on letters upon public business.....	2 07
Sept. 16.	18.	To paid R. Calder per transportation of the books and papers of the late J. B. Timberlake, from Charlestown, Mass., to the Navy Department...	12 75
		To paid R. Calder for traveling expenses from Charlestown to Washington	65 40
		To twenty-eight days' attendance at the Navy Department, at \$1.50 per day, and traveling expenses from Boston to the Navy Department, Washington	107 40
		To pay and rations for self, to the 30th September, 1828, as per voucher..	200 52
		To my draft on the U. S. Bank at Boston, in favor of Treasurer of the United States, dated 13th October, 1828.....	10,257 43
			\$105,390 80

* Gave Mr. Randolph a check on the Norfolk office for this amount.

† Gave Mr. Randolph a check on the Richmond office for \$9,000, and the balance in cash for this check.

‡ This amount carried to credit of the Treasurer of the United States.

1828.		R. B. Randolph, acting purser of the U. S. ship Constitution, commander.		Cr.
April.	No.	By amount of slops received from G. T. Ladico, consul at Mahon.....		\$742 50
May 14.	2.	By cash received from Richard McCall, Esq., navy agent at Gibraltar....		11,000 00
July 12.		By cash received from R. D. Harris, Esq., navy agent at Boston.....		93,000 00
Aug. 11.		By proceeds of sales on account of the late J. B. Timberlake, received of Nathan Adams, auctioneer at Charlestown.....		607 21
		By amount of dead men and deserters' clothes, as per pay roll.....		41 09
				<u>\$105,390 80</u>

R. B. RANDOLPH, *Acting Purser.*

Amount of payments by R. B. Randolph, as per pay rolls.

Paid officers and men in money, previous to paying them off.....		\$11,959 63
Paid officers and men in slops, previous to paying them off.....		846 98
Paid marines in money, previous to paying them off.....		985 35
Paid marines in slops, previous to paying them off.....		4 68
Paid supernumeraries in money, previous to paying them off.....		100 66
Paid officers and men at Gibraltar, carried to column of final payments .		937 24
Paid officers and men at Port Mahon, carried to column of final payments.....		161 02
Paid marines at Gibraltar, carried to column of final payments.....		267 01
Balances due and paid to officers and men.....	\$66,615 90	
Deduct amount paid at Gibraltar and Port Mahon.....	1,098 26	
Balances due and paid to marines.....	\$6,407 20	
Deduct amount paid at Gibraltar.....	267 01	
		6,140 19
Total amount paid, as per pay rolls.....		\$86,920 40
Of which there was paid, previous to final payment at Boston, as above exhibited, the sum of.....	\$15,262 57	
Payments at Boston.....	71,657 83	
		88,920 40

28.

PHILADELPHIA, November 16, 1829.

MY DEAR SIR: I have this moment received your favor of the 14th inst., and hasten to reply, that I may give you the earliest information of all I now recollect in relation to Mr. Timberlake's affairs. Your order to me to have inventories taken of all on public account and amount of cash in the purser's department, at the death of Mr. Timberlake, was strictly complied with; Mr. Paine, and Lord, and Mr. Norman, attended to that duty, leaving one copy in the chest, box, &c., containing the articles, and furnishing Mr. Randolph with another. Mr. Randolph and Mr. Norman, and I think Mr. Shields and Mr. Tallmadge, were present at counting the money, the duties of the ship preventing me from giving it my personal attendance. I kept no memorandum, except of Timberlake's private affairs, or such things as he particularly desired me to take charge of and forward to his wife. Neither do I now recollect what amount of money remained, but I think I furnished you with a memorandum stating the amount given by the gentleman counting. Randolph must have charged himself with the amount, as I cannot conceive how he has settled his accounts, and Mr. Timberlake certainly should have been credited with it. Mr. Norman being present throughout the investigation on board, and present when Mr. R. settled his accounts, ought to be able to give a full account of everything.

I cannot close without again assuring you, all proper steps were taken, as regarded inventories of the articles left on board by Mr. Timberlake, and copies left in the hands of his successor, Mr. Randolph, as was presumed to be left at the Department.

I am, with great regard, respectfully, your obedient servant, E. A. F. VALLETTE.

Com. DANIEL T. PATTERSON, *Navy Commissioner.*

I have not written to the Fourth Auditor, as I could give him no further information than what I have above stated.

29.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 11, 1830.*

SIR: I wish to tax your time to aid me in an investigation involving public good and private justice.

You have seen, in the newspapers, certain charges against the Secretary of War, in connection with a reported defalcation of the late Purser J. B. Timberlake. Timberlake's account came into this office in October, 1828. It was brought by his successor, Lieutenant Robert B. Randolph, who rendered his own account at the same time. The latter account was taken up and settled by my predecessor. The

former laid in the office when I came in, unsettled, was taken up last summer, and reported while I was in the west, exhibiting a balance against Timberlake exceeding \$14,000. After my return, the family of Mr. Timberlake expressed to me great surprise at the defalcation, insisting that there must be something wrong in the settlement of the account, and requested me to turn my individual attention to it. I did so, and soon discovered that it was encompassed with mystery. He had not received credit for a cent of money on hand when he died, nor was there any entry of a cent of money, or of property, received on his account, by his successor. Following up circumstances, it has now been ascertained that Timberlake left on board, at the time of his death, upwards of \$11,000 in money, and a large amount of his property. His successor, Lieutenant Randolph, on being called on for explanations, asserts that he expended all the money in payment of Timberlake's debts in the Mediterranean; but he is unable to give particulars. He says Mr. Norman, now residing at the Navy yard at Brooklyn, can give a correct account of the disposition of the money, and told me that he had written on, and endeavored to procure Mr. Norman's attendance. To expedite Mr. Norman, I wrote to him myself, promising that his expenses shall be paid.

I have since casually learnt that Lieutenant Randolph had previously been to New York himself, and conferred with Mr. Norman upon the subject, and while he is assuring me that Norman will be here in a day or two, I have a letter from his wife, stating that he is confined to his bed by a bad cold, and will come as soon as he is able. I have some suspicions that he is not to come here at all. My object in addressing you is, to get you to take with you the most adroit man at cross-examining your city affords, call on Norman; question him as to the amount and disposition made of Timberlake's money and other property, request of him the names of any officers and seamen, or other person, to whom the money was paid, and the amounts to each, as near as he can recollect; inquire what passed between him and Randolph, at the late interview; whether he knows anything of the last officers' cash book belonging to Mr. Timberlake, or how his letter book came to be mutilated, or what became of an inventory or memorandum of the account of money, &c., made out by order of Lieutenant Vallette. These points indicate facts existing and apparent in this office. The cash book is missing; the letter book is mutilated, by having twenty or thirty leaves cut out; and an inventory, the making of which is proved, (and I believe Mr. Norman was one of those who counted the money,) is missing. It is said that Lieut. Randolph was embarrassed in his circumstances, and that he was relieved shortly after his return to the United States. Perhaps it would be well to question Norman about that. Possibly, Norman himself may have shared this money, or he may be indisposed to tell the truth. I am informed that he wrote to Mrs. Eaton, shortly after his return from the city last spring, stating that he knew much about her former husband's accounts, but that he should give her no information, because she did not induce her present husband to get him a purser's ship, &c. You will soon see with what spirit he replies to your inquiries, and if there be an evident equivocation, it will be well to press him closely. If he can be got to make a statement in writing, provided you have any confidence in his veracity, it would be well. If this be not done, note down what he says yourself, and, as soon as possible, put me in possession of the result. I have been constantly intending to write you, in reply to your very gratifying letter of the 12th ultimo, and I still intend it, but it must be postponed until I have a little relief from public concerns.

Very respectfully, your obedient servant,

AMOS KENDALL.

J. K. PAULDING, Esq., *Navy Agent, New York.*

P. S.—Ask Norman whether Timberlake packed up his private letters, or not, before his death; if not, who had possession of them, and in what condition were they when the ship arrived in Boston; and what was done with them. Also, what disposition was made of Timberlake's property at Boston; were there any slops; did Randolph distribute any of them; what amount of them was there belonging to Timberlake, and what became of them? You will think of many other questions calculated to elicit the truth.

What will be said, if it shall turn out that Timberlake has been *made* a defaulter, that the Secretary of War might be charged with the fraud?

30.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 13, 1830.*

Sir: Since last I wrote you, I have examined Lieuts. Vallette, Tallmadge, and R. B. Randolph, in relation to J. B. Timberlake's affairs, and it appears that, in addition to upwards of \$11,000 in cash, he left other property on board, a part of which was disposed of, and has not been accounted for. The examination has been in the presence of the Second Comptroller, and Com. Patterson and myself. Com. Patterson has drawn up the enclosed queries,* which he thinks proper to be submitted to Mr. Norman.

Lieutenant Tallmadge will call on you, and has promised to aid all in his power to develop the truth in relation to this mysterious affair.

Very respectfully, your obedient servant,

AMOS KENDALL.

J. K. PAULDING, Esq., *Navy Agent, New York.*

31.

NAVY AGENT'S OFFICE, *New York, February 18, 1830.*

Sir: Since I wrote you last, I have learned from Mr. Craven that Mr. Norman resides with his mother-in-law, who possesses considerable property near the navy yard; that the officers who are acquainted with him give him a good character; that he has not shown any appearance of possessing more than ordinary means of living; and that he could not ascertain whether he had been sick or not.

After the receipt of your letter, enclosing the queries of Commodore Patterson, I concluded to send a

* No copy of the queries here referred to was retained in this office.

request to Mr. Norman that he would call and see me at my office, and he came this morning. On my stating to him the reasons for requesting this interview, his reply was, that he knew nothing upon the subject of the money or property left by Mr. Timberlake, except having understood, generally, that there was some money and property. What became of it, he could not tell. He neither assisted in counting the one, or taking an inventory of the other.

Conceiving that the desired object would be much more effectually accomplished by his going to Washington than in any other manner, I urged him to it by stating the injury he was doing himself by appearing to avoid an examination, and that, if he expected employment or promotion in the navy at any future period, this was the most effectual mode of defeating his hopes, since it inevitably threw a stain on his character.

In reply to this, he promptly, and at once, stated his willingness to go on the next day, if he only had the funds for that purpose. I took him at his word, and on his pledging himself to lose no time in going on to the seat of government, immediately, under the implied sanction of your letter of the 11th instant, advanced fifty dollars out of the fund for traveling expenses. He left me with an assurance of his immediate departure. If he does not go, it will furnish presumptive evidence of a determination to evade all disclosures; if he does go, he can be confronted with Lieutenant Randolph, and you will have an opportunity of probing him much more effectually than I could do.

My own impressions are not, I confess, very favorable to Mr. Norman, who, considering the close relation in which he so long stood to the late Purser Timberlake, and at the time of his death, *knows, by far, too little of his affairs*. Generally, he disclaims all knowledge; yet, when questioned on particular subjects in relation to Mr. Timberlake's affairs, it evidently appears he knows a great deal. By taking this course you may, probably, detect many inconsistencies, if not contradictions.

You will oblige me by sanctioning this advance of fifty dollars, in writing, so that the charge may be allowed at the Treasury without a long explanation on my part. From certain indicatives, that have never deceived me, I have no doubt that Norman is becoming intemperate, and this is, probably, the reason why his mother-in-law, who is rich, would not advance the money for his expenses to Washington.

I am, very respectfully, your obedient servant,

J. K. PAULDING.

AMOS KENDALL, Esq., *Washington*.

32.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 1, 1830.*

SIR: It is deemed of importance to obtain your attendance in this office, to aid in the investigation of the accounts of the late Purser J. B. Timberlake, and his successor, Acting Purser Randolph. I understand that Lieutenant Randolph has himself made a like request to you. I am authorized by the Secretary of the Navy to inform you that, upon compliance with this request, the usual allowances for traveling expenses and detention will be made to you.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

Mr. THOMAS NORMAN, *Brooklyn, New York*.

33.

BROOKLYN, *February 9, 1830,*

SIR: My husband, Mr. Norman, requests me to inform you that he received your communication, and in making arrangements for his departure, he caught a severe cold, and is confined to his bed; as soon as he is able to travel, he will comply with your request.

Yours, respectfully,

MARY ANN NORMAN.

Mr. AMOS KENDALL, *Washington City*.

34.

BROOKLYN, *New York, February 13, 1830.*

SIR: Mrs. Norman wrote to you on the 8th inst., acknowledging the receipt of your letter requesting my attendance at Washington to assist in the investigation of Purser Timberlake's accounts, &c. My indisposition has been severe for some days past, but am now so far recovered that I would proceed immediately, had I the means, which are not at my command at present.

I applied to Commodore Chauncey to advance my traveling expenses, but he informs me he is not authorized to make advances; I must, therefore, wait until I hear from you.

I am, very respectfully, sir, your most obedient servant,

THOMAS NORMAN.

AMOS KENDALL, Esq., *Fourth Auditor*.

35.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 6, 1830.*

SIR: In a letter from E. A. F. Vallette, he states it to be his opinion that you were present at the counting of J. B. Timberlake's money, on board the frigate *Constitution*, at the time of his death. As

the inventory of the money and public property in his possession, at the time of his death, is not to be found in this office, and as it is necessary to ascertain the amount thereof, I have to request that you will state to me, as soon as practicable, all you recollect as to the taking of the inventory, the disposition made of it, and the amount of money and property entered in it. By doing so you will aid in doing justice, and much oblige,

Very respectfully, your humble servant,
Lieut. W. F. SHIELDS, *U. S. Navy, Athens, Ga.*

AMOS KENDALL.

Remarks by Fourth Auditor.

Lieut. Shields, in reply, denied all participation in taking an inventory or counting the money, and professed entire ignorance of the whole subject. His reply has been mislaid.

36.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 22, 1830.*

SIR: I have to request that you will order Lieuts. E. A. F. Vallette, W. F. Shields, Victor M. Randolph, Robert B. and Benjamin Tallmadge, jr., and Midshipman Amasa Paine, to repair to this city, their presence being necessary in this office, to enable me satisfactorily to investigate the accounts of the late John B. Timberlake.

Very respectfully, your obedient servant,
SECRETARY of the Navy.

AMOS KENDALL.

37.

TREASURY DEPARTMENT, *Fourth Auditor's Office, February 18, 1830.*

SIR: Will you have the kindness to give me, in writing, those explanations relative to your pecuniary transactions with the late Purser John B. Timberlake, which you have already made to me verbally, accompanied by a copy of the instrument of writing executed by you in 1823, specifying the purposes for which you purchased from the bank the property which had previously belonged to Mr. O'Neal, and by a copy of your account with Mr. Timberlake, as it appears on his book.

Very respectfully, your obedient servant,
J. H. EATON, Esq., *Secretary of War. Present.*

AMOS KENDALL.

38.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 20, 1830.*

SIR: Will you do me the favor to ascertain, if practicable, whether the acting purser of the Constitution deposited money in any of the Boston banks after her arrival from the Mediterranean, and whether he had, at any time, other moneys on deposit than those received from you? I know the delicacy of such inquiries; but, if you can procure the information, you may render a public service, and will confer a lasting obligation on me. The ship arrived in July, 1828.

Very respectfully, your obedient servant,
R. D. HARRIS, Esq., *Navy Agent, Boston, Mass.*

AMOS KENDALL.

39.

NAVY AGENT'S OFFICE, *Boston, March 27, 1830.*

SIR: I have received your letter of the 20th instant, which I should have answered by return of mail had not a fierce snow storm prevented my going to Charlestown yesterday, to make the desired inquiry at the Bunker Hill Bank, where I supposed the deposits alluded to would probably have been made. The result of my application to the cashiers of the several banks (in all fifteen) is, that the name of the acting purser of the Constitution, on her arrival here, 4th of July, 1828, does not appear on the books of any one, excepting the United States Branch Bank. In this bank he deposited, July 12, 1828, \$91,500, which was paid to him on that day by me, and on the 20th October following \$157.43. On the 21st October he transferred \$10,257.43 to credit of United States Treasurer. The whole amount deposited by Mr. Randolph, according to this statement, is \$2,242.57 less than the sum he received, \$93,000. On the 5th July I paid his requisition for \$1,500, which was indispensable for immediate use. Most of this money was therefore probably disbursed without passing through a bank. If he made other deposits than those mentioned, in any bank, they could not have been in his own name. One cashier only declined answering my queries. Not knowing the nature of the investigation, I have not taken the measures which I might to compel a disclosure, as it may not be advisable to give notoriety to the inquiry. Should it be important it may be obtained.

Very respectfully, your obedient servant,
AMOS KENDALL, Esq., *Fourth Auditor, Washington.*

RICH'D D. HARRIS, *Navy Agent.*

40.

TREASURY DEPARTMENT, *Fourth Auditor's Office, March 18, 1830.*

Sir: Your letter of the 15th instant came to hand yesterday. Mr. Norman is here; and after stating to Mr. Paulling, at New York, that he knew not what became of the money left by Mr. Timberlake, he now says it was all paid away upon Timberlake's roll, &c. He has produced T's last officers' book, and says all the sums entered therein, under date of 31st March, 1828, were paid out of that money. He particularly names you as having received a part of it. On examining the book I find charged to you, under that date, \$47.06, for which you receipted. Now, the question is, did you receipt to Mr. Timberlake, or on his book, for money received of Mr. Randolph? If you have any memorandum or recollection on this subject, I wish for information. I have written to all the officers who have charges against them under that date, for I wish to know the truth of this transaction.

There was also a charge against you of \$39, under the same date, which has been erased. Do you know anything of this matter?

Your accounts shall be attended to as soon as I have disposed of the calls of Congress, which will take some time, interrupted as I am by current business.

With great respect, your obedient servant,

AMOS KENDALL.

Lieutenant E. A. F. VALLETTE, *U. S. Navy, Philadelphia.*

41.

PHILADELPHIA, *March 23, 1830.*

Sir: I have just received your letter of the 18th instant, in which you state "that Mr. Norman is at Washington and has produced Mr. Timberlake's last officers' book, and says all the names entered therein under date of 31st March, 1828, were paid out of that money, and particularly names me as having received part of it; and on examining the book you find charged me under that date \$47.06, for which I receipted, and that there was also a charge against me of \$39, under the same date, which has been erased. In regard to the charge having my receipt, I cannot doubt its validity, and have no doubt but that it was paid to me at that time by Mr. Randolph, as I stated to you that he had paid Mr. Timberlake's accounts up to the 31st of March, and then opened books in his own name. I know that a number of men had been discharged at Mahon, and I understood all the money left by Timberlake, and a thousand dollars which Mr. Randolph borrowed from the Dutch consul, had been expended by Randolph, as before stated to you, but I had no recollection of having been *witness* to payment of any of it; I keep no memorandums, and many times, after the lapse of years, occurrences escape my recollection; had this book been produced when I was at Washington it might have revived in my recollection circumstances which I had totally forgotten; but, late as it is, I hope it may be the means of Randolph's satisfying the government that he has disbursed the money in a proper manner. I only drew money when due to me, always receipting at the time for it; kept no account or memorandum, and would very naturally forget all about sums and dates in a short time; therefore my only guide was my receipt.

I am, very respectfully, your obedient servant,

E. A. F. VALLETTE.

To AMOS KENDALL, Esq., *Fourth Auditor, Treasury Department.*

Remarks by the Fourth Auditor.

Lieutenant Vallette's readiness to believe that which may tend to exculpate a brother officer is amiable; but of the \$47.06 charged to him under date of 31st of March, Timberlake's memorandum shows that \$20 were paid by himself *before* that day. Moreover, if it was paid at that time, "as he supposes, it would not have been paid out of moneys counted and delivered over to Lieutenant Randolph on the 3d April, three days afterwards."

42.

TREASURY DEPARTMENT, *Fourth Auditor's Office, April 30, 1830.*

Sir: It appears on examining the accounts of Mr. Butler, late purser of the United States 74, Delaware, that on the 27th day of April, 1828, he paid you a bill due from the United States frigate Constitution, amounting to seven thousand one hundred and eighty-three dollars and sixteen cents (\$7,183.16). It further appears that this bill includes, for the purser's department,

300 blue cloth vests, purchased at \$1.70 $\frac{1}{2}$	\$511 65
250 pair stockings, 50 cents per pair.....	125 00
334 pair stockings, 75 cents per pair.....	250 50
	\$887 15

As neither the late Purser J. B. Timberlake, nor his successor, Acting Purser R. B. Randolph, has receipted for the above articles, you will have the goodness to inform me for whom they were purchased, and by whom received, that his account may be debited therewith.

If you have a receipt from either of the above-named, or any other person, please forward it.

Enclosed I send you a copy of a letter which I addressed to you on the 15th instant.

Very respectfully, your obedient servant,

AMOS KENDALL.

G. THEODORE LADICO, *American Consul, Port Mahon, Mediterranean.*

43.

NEW YORK, May 13, 1830.

Sir: A severe illness prevented my receiving your letters of the 7th instant till yesterday, and I take the earliest opportunity to reply; it appears that the acting purser of the Constitution, Lieutenant Randolph, bought from Messrs. Hill & Blodget, merchants, Gibraltar, four boxes of tobacco, belonging to me; H. and B. credit the sales of them to me as follows, viz:

1828.		
May 13. Three boxes weighing 434 pounds, at 26 cents.....	\$112 10 2	
May 20. One box weighing 138 pounds, at 26 cents.....	35 10 8	
	\$148 72	\$148 8 10

I have the honor to be, respectfully, your obedient servant,

SILAS BUTLER.

AMOS KENDALL, Esq., *Fourth Auditor of the Treasury, Washington.*

21ST CONGRESS.]

No. 426.

[1ST SESSION.]

ON CLAIM FOR EXPENSES INCURRED ON ACCOUNT OF THE SOUTH SEA EXPLORING EXPEDITION, UNDER AN ARRANGEMENT WITH THE SECRETARY OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 29, 1830.

MR. CAMPBELL P. WHITE, from the Committee on Naval Affairs, to whom was referred the petition of Benjamin Pendleton, of Stonington, Connecticut, reported:

That the petitioner represents that, in the month of November, 1828, being at New York with the brig Seraph, of Stonington, then having a cargo on board on freight for Malaga, he was applied to by Mr. J. N. Reynolds, as agent for the Navy Department, and requested by him to accept an appointment in the exploring expedition at that time preparing for the Pacific ocean and South sea, and also to dispose of his said vessel to government for that expedition; that petitioner stated to said agent his vessel was chartered for the voyage already mentioned, and that, of course, he must conform to the agreement to which he was a party; but he was earnestly solicited by Mr. Reynolds to delay proceeding on the contemplated voyage until the pleasure of the Department could be known on the subject; that, soon afterwards, the petitioner received a letter from the Secretary of the Navy, communicating to him the determination of the Department, with the approbation of the President of the United States, that he would receive the vessel at such price as might be fixed upon by Mr. Hart, the naval constructor at Brooklyn, and Mr. Henry Eckford, of New York, provided these gentlemen should deem her well fitted for the expedition; and expressing, at the same time, distinctly, to the owner, that, should the purchase not be sanctioned by Congress, the vessel would be restored unimpaired. The Secretary, without any solicitation on his part, tendered to him the appointment of pilot for the expedition, with the compensation of a lieutenant in the navy. That, after the said proposition and appointment had been accepted, the collector of the port of New York declined to grant a permit to reland the cargo without a special order from the Secretary of the Treasury; and the owners of the cargo refused to release the vessel from the contract to carry the same, unless a sum a little short of \$3,000 should be paid to them in consideration therefor. This information was duly communicated to the Secretary of the Navy, and, in the meantime, the petitioner was requested by the agent to make the necessary advance of the amount, in order to absolve the said vessel from the engagement. That, subsequently, an order was received by the collector from the Secretary of the Treasury, to permit the relanding of the cargo, which having been accomplished, the vessel was delivered over to Commodore Chauncey, pursuant to orders received by that officer from the Department. The vessel remained at the Navy yard at Brooklyn, in possession of the authorities there, until the 23d March, 1829, when she was returned to the owners, by an order from the present Secretary of the Navy.

The committee, having given the subject the most deliberate examination, have arrived at the conclusion, that although, in the inception of the arrangement with the petitioner, there was no agreement to indemnify him for his expenditures for the purposes of the expedition, yet, in the progress of the negotiation, your committee have reason to believe that such obligation may be reasonably inferred from the fact of its being brought forward as a specific charge against the government, and not objected to by the officer then at the head of the Navy Department. Under these circumstances, your committee are disposed to believe that it will be just and equitable to indemnify the petitioner for the actual expenses incurred by him in preparing for the contemplated voyage, for the demurrage of his vessel, and for his pay as a lieutenant in the navy, and accordingly report a bill to that effect.

21ST CONGRESS.]

No. 427.

[1ST SESSION.]

APPROPRIATIONS NECESSARY TO PROVIDE FOR THE INCREASED PAY AND EMOLUMENTS OF THE MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 29, 1830.

To the House of Representatives:

GENTLEMEN: Having approved and signed a resolution originating in the House of Representatives, which provides "that the pay, subsistence, emoluments and allowances received by the officers of the marine corps, previous to the first of April, 1829, be, and the same is hereby, directed to be continued to them from that date up to the 28th of February, 1831," it becomes my duty to call the attention of Congress to the fact that the estimates for that branch of the public service, submitted to them at the commencement of the present session, were made with reference to the pay, subsistence, emoluments and allowances provided for by law, and excluding those which, previously to the 1st of April, 1829, had been made on the authority of the Department alone, and to suggest the propriety of an appropriation to meet the increased expenditure.

ANDREW JACKSON.

MAY 29, 1830.

21ST CONGRESS.]

No. 428.

[1ST SESSION.]

STATEMENT OF THE PAY, EMOLUMENTS, AND ALLOWANCES OF EVERY OFFICER AND AGENT IN THE NAVAL SERVICE, INCLUDING THE MARINE CORPS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MAY 29, 1830.

NAVY DEPARTMENT, *May 29, 1830.*

Sir: In compliance with the resolution of the House of Representatives, dated the 4th of February last, I have the honor to transmit sundry papers and documents, which will be found to contain full information on the several points of inquiry, so far as it has been within the means of this Department to afford.

I am, very respectfully, &c.,

JOHN BRANCH.

To the honorable the SPEAKER of the *House of Representatives.*TREASURY DEPARTMENT, *Fourth Auditor's Office, May 28, 1830.*

Sir: In reply to the resolution of the House of Representatives, calling for a statement of the regular pay, emoluments, and allowances of every officer and agent in the naval service, together with statements of the irregular and contingent allowances made in the years 1828 and 1829, the amounts received by persons receiving salaries from the government, and the amounts paid to officers on leave of absence, waiting orders, or on furlough, and to surgeons at shore stations, passed on the 4th day of February, 1830, and by you referred to me, I have the honor to submit tables marked A to J, inclusive. Much labor and difficulty have been encountered in ascertaining the origin and progress of each regular and irregular allowance. The examination of the law, of the correspondence in this office, and of about twenty volumes of the correspondence in your office, has given me much information; but to answer the resolution of the House perfectly would require the additional research of several months.

Table A embraces the regular allowances of each grade of officers in the navy proper. Their origin and progress, as far as ascertained, are as follows, viz:

Captain commanding a squadron on separate service.—His pay and rations are prescribed by the act of 25th February, 1799. The present allowances, in lieu of cabin furniture, originated in a letter from the Secretary of the Navy to the Fourth Auditor, dated 28th May, 1827. He was, some years since, allowed a commission of two and one-half per cent. on bills drawn for the support of his squadron; and more recently \$2,000 per year in lieu of commissions. This allowance was directed to be discontinued in 1826, though a few similar allowances have been since made.

Captain of a line-of-battle ship.—His pay and emoluments depend on the same authority as the preceding.

Captain of a vessel of thirty-two guns and upwards.—Same, except that no allowance is prescribed on account of cabin furniture. [It is not now the practice to order captains to the command of vessels of this size or under.]

Captain commanding a navy yard.—The act of 27th March, 1804, provides that the pay and emoluments of the commandant of the Navy yard at Washington shall be the same as those of a captain commanding a squadron on separate service. He claimed house rent, no quarters being provided for him. In 1807 the question was referred to the Attorney General, whose opinion favored the claim. On the 9th June, 1807, the Secretary of the Navy directed that \$350 should be allowed him from the time of his appointment. Wood was also allowed; but what quantity I have not been able to ascertain. There is no law, so far as I know, which makes any allowance whatever to a captain of the navy in command of any other navy yard. Captains ordered upon that duty have, with a few exceptions, been allowed the

same pay and rations as the commandant of the Washington yard, upon no other authority than orders of the Secretary of the Navy. Their other allowances have also been similar.

On the 17th of June, 1821, the allowances of the commandants of the yards at Portsmouth, N. H., Charlestown, Mass., Brooklyn, N. Y., Philadelphia, Pa., and Gosport, Va., were fixed at twenty-eight cords of wood, sixty-five dollars per annum for candles, three servants at eight dollars per month and one ration per day, each, making twenty-four dollars per month for servants and rations, and \$300 per year for house rent, except the Philadelphia yard, the commandant of which was allowed \$600 for house rent.

On the 30th May, 1824, the Secretary directed that \$100 per month, sixteen rations per day, sixty-five dollars per annum for candles, thirty cords of wood, three servants at eight dollars per month and one ration per day, should be allowed to the commandants of the yards at Washington, Philadelphia, Portsmouth, Norfolk, New York, and Charlestown, Massachusetts. To the commandant of the Philadelphia yard, the allowance of \$600 for house rent has been continued. The same allowances, with \$600 for house rent, have since been extended to the yard at Pensacola. At Baltimore, and Charleston, S. C., the commandants received the same allowances, except that they have but eight rations, and \$300 for house rent. Where furnished with houses, no house rent is allowed.

In every case, rations have been allowed for each servant, in addition to his monthly pay, at a commutation price of twenty-five cents each.

Captain waiting orders, or on leave of absence.—It is but indirectly that any pay whatever is given, by law, to a captain under these circumstances. The act of 21st April, 1806, declares that captains, masters commandant, lieutenants, and midshipmen "shall receive no more than half their monthly pay during the time when they shall not be under orders for actual service."

On the 1st March, 1819, the Secretary of the Navy addressed to the Fourth Auditor a letter to the following effect, viz:

"You are authorized to allow to all officers of the navy of the United States, who are not on furlough, full pay and rations."

Such allowances have been made ever since. For the purpose, I presume, of entitling all the officers of the navy to full pay under this executive regulation, the Secretary of the Navy, in 1824, issued orders, directing them to hold themselves in readiness for active service; and on the 21st of May, addressed a letter to the Fourth Auditor to the following effect, viz:

"To avoid difficulties for the future, to do justice to the officers, and place them in a proper situation for the public service, I have issued orders to them to hold themselves in readiness for active service, suited to their rank."

Thus, all the officers of the navy were taken out of the purview of the act of 1806, construed to be "under orders for actual service," and entitled to full pay and rations.

Captain on furlough.—By the act of 1806, he receives only half pay; but there have, of late years, been very few cases of furlough; all is resolved into leave of absence and waiting orders, for the *substantial* reasons already enumerated. Indeed, there are but nine furloughs on the register for 1830, while there are about 300 waiting orders, on leave of absence, or under examination.

Master commandant in command of a sloop-of-war.—His pay and rations are fixed by the act of 25th February, 1799. The allowance in lieu of cabin furniture originated in the same manner as the captain's.

Master commandant waiting orders, or on leave of absence.—He is brought within the provisions of the act of 1799, in the same manner that captains, under similar circumstances, are.

Master commandant commanding on shore.—His pay and rations are fixed by construction of the same act. His house rent, fuel, wood, candles, and servants, are made in the same manner and depend upon the same authority as those made to captains at the navy yards.

Master commandant on furlough.—He is put upon half pay under the act of 1806.

Master commandant recruiting.—He is placed on the footing of a master commandant commanding on shore, by the letter of the Secretary of the Navy to the Fourth Auditor, dated December 3, 1827.

Lieutenant in command.—His pay and rations were fixed at \$50 per month and four rations per day by the act of 1799, and increased \$10 per month and one ration by the act of 24th May, 1828. His allowance in lieu of cabin furniture is fixed in the same manner as the captain's.

Lieutenant not in command, but attached to a ship, on leave of absence, or waiting orders.—His pay and rations are fixed, by the act of 18th April, 1814, at \$40 per month and three rations per day, and increased, by the act of 1828, \$10 per month and one ration per day. He receives full pay and rations by the same authority as captains receive them when waiting orders or on leave of absence.

First lieutenant of a navy yard.—His pay and rations are fixed as last above stated. His house rent, fuel, candles, and servant, rest on the same authority as similar allowances to captains under similar circumstances.

Lieutenant on furlough.—He is restricted to half pay, in accordance with the act of 1806.

A sailingmaster.—His pay and rations are fixed by the act of 18th April, 1814.

Master of the Portsmouth, New York, Philadelphia, Norfolk, Pensacola, and Sackett's Harbor stations.—His pay and rations are fixed as above. His house rent, wood, candles, and servant, depend on the same authority as similar allowances to captains at navy yards.

Master at the Boston and Washington stations.—His pay, emoluments, and allowances are the same as the foregoing, and rest on the same authority, with the exception of house rent.

Purser on board a ship.—His pay and rations are fixed by the act of 18th April, 1814.

Purser on a station.—His pay and rations are fixed by the same act as the foregoing. His allowance for house rent, fuel, candles, and a servant, originated in the same manner as similar allowances to captains of navy yards.

Purser on furlough.—He is placed on half pay by the authority of the general usage of the Department only, not being included in the act of 1806.

Midshipmen.—Their pay and rations are fixed by the President, in pursuance of authority vested in him by the act of 18th April, 1814.

Passed midshipmen.—Their pay and rations originate from the same source, under a construction of the same act.

Chaplain.—His pay and rations are fixed by the act of 18th April, 1814.

Captain attached to a station.—His pay and rations are fixed by the same act as the foregoing. His other allowances originated in the same manner as those of captains of yards.

Surgeons.—Their pay and rations are fixed by the acts of the 24th May, 1828, and 21st January, 1829.

Their other allowances, when attached to navy yards, are fixed by the same authority as those made to captains of yards.

Assistant surgeons.—Their pay, rations, and allowances are fixed by the same authority as the foregoing.

Captain's clerk.—His appointment is authorized by the act of March 27, 1794, which also empowers the President to fix his compensation. The authority is repeated in the act of 18th April, 1814, the clerk being one of the "petty officers."

Commodore's secretary.—He is appointed, it is believed, without authority of law, and his compensation is fixed by the Secretary of the Navy. The first estimate for the payment of such an officer was in 1828.

Tables B and C present the regular allowances made to regular navy agents and other agents employed by the Department. They originated as follows, viz:

Navy agents.—By the act of March 3, 1809, their compensation is fixed at one per cent. on their disbursements, provided the whole amount shall not exceed \$2,000 per year. It was doubted whether, under this act, any allowance other than this commission could be made to them. It was some years before a claim for office expenses seems to have been set up, and then it was rejected by the First Comptroller. The subject was referred to the Attorney General, who gave an opinion favorable to the claim. In January, 1817, the Secretary of the Navy decided "that reasonable clerk hire, stationery, and office rent are admissible in the settlement of navy agents' accounts." In September, 1819, the subject was again before the Attorney General, who gave an opinion adverse to these claims. It seems, however, not to have been regarded by the Department; for such allowances have been made ever since. The allowances at Boston and Philadelphia had been fixed, as they now stand, in June, 1817, by the Secretary of the Navy. Those at New York have been since increased, and similar allowances made at all the other stations by the same authority.

The foreign navy agents have been considered as not embraced in the act of 1809. Their compensation has been regulated by their instructions from the Secretary of the Navy, which generally allow from two to two and a half per cent. on their disbursements. The aggregate per annum depends on the amount disbursed, and varies from an inconsiderable sum to \$5,000 or \$6,000.

Agents employed for the preservation of live oak, &c.—Their compensation is fixed by the Secretary of the Navy.

Agent to receive Africans at Liberia.—His compensation is fixed by the President, by construction of the act of 3d March, 1819, for the suppression of the slave trade.

The table marked D contains a statement of the pay, emoluments, and allowances made to each grade of officers in the marine corps, according to the rules adopted in the settlement of their accounts previous to the year 1829, and the amounts since allowed under the decision of that year. As far as ascertained, the following is a correct history of the origin and progress of those allowances:

Lieutenant colonel commandant.—His office was created by an act passed 22d April, 1800, which declared that he should be entitled to the same pay and emoluments as a lieutenant colonel in the army. These had been fixed by the act of March 3d, 1799, at \$75 per month, six rations per day, \$12 per month for forage. In June, 1800, it was decided by the Secretary of the Navy that he must be considered as in command of a separate post, and entitled to double rations. In July, 1812, an act passed allowing each officer in the army the pay and emoluments of a private soldier, in lieu of each waiter, to which he was entitled by the army regulations. In September, 1813, the Secretary of the Navy directed the same allowance to be made to the officers of the marine corps. In consequence, the lieutenant colonel commandant was allowed for two servants \$14.84 per month each, amounting to \$356.16 per year. The allowance actually made to him for forage has varied with those made to a lieutenant colonel, and afterwards to a colonel in the army. The fuel allowed to him has varied in the same manner. He is furnished with public quarters.

In May, 1829, it was decided that the laws of the army, passed since the creation of his office, do not apply to him, and there being no law varying his compensation since, he must be paid according to the law of 1799; that, being in command of the *whole corps*, he does not command a *separate post*, and is not entitled to double rations; and that the law of 1812, relative to servants, does not apply to the marine corps, and could not be applied to them by the Secretary of the Navy; and that he was not entitled to any allowance for servants. From the 1st April, 1829, therefore, he has been reduced to six rations per day, to \$12 per month for forage, and no servants, except that he may take waiters from the line.

Brevet lieutenant colonel, commanding on shore.—An act of 16th April, 1814, authorizes the President to confer brevet rank in the marine corps, and entitles the officers brevetted to the pay and emoluments of their brevet rank when "commanding separate stations or detachments." The rank of major then existed in the corps. There were brevet majors when the corps was placed on the peace establishment in 1817, and that rank was abolished. The President, however, continued to make brevet majors. In 1825, it was finally determined that, as there was no such rank in the line of the corps, such brevets were not authorized by law, and were consequently void. The captains entitled to brevets were brevetted lieutenant colonels. They received the same pay, emoluments, and allowances as a lieutenant colonel in the army. How this grade of pay came to be allowed them, I have not been able to ascertain. There was not, in law or in practice, any such grade of pay in the line of their corps.

In May, 1829, it was decided that, inasmuch as they were brevetted to the same rank as their lieutenant colonel commandant, they must have the same pay when entitled to brevet pay at all. As captains they were entitled to three rations; as brevet lieutenant colonels, when commanding separate posts, to six, the number allowed to their lieutenant colonel commandant; but they had been allowed ten, the double rations of a lieutenant colonel commanding in the army. They were brought down to six, the number belonging to their brevet rank. Their allowances for forage and service, having originated from the same source as those of the lieutenant colonel commandant, were reduced to the same standard for the same reason. When not furnished with public quarters, they are allowed the same house rent as the staff officer of the corps.

Brevet lieutenant colonel, commanding afloat.—He also received the pay and rations of a lieutenant colonel in the army, on the same ground; and, in May, 1829, was placed, in this respect, on the same footing as the lieutenant colonel commandant, for the reasons already given.

Captains.—By the act of the 11th July, 1798, their compensation was fixed at \$40 per month and three rations per day. They were allowed for one servant by the same authority that their lieutenant

colonel commandant was allowed for two. An allowance for wood has been made them by Executive authority, ever since the establishment of their corps. By a precedent set in 1818, and running back to 1813, they have been allowed for house rent when not furnished with public quarters. When in command on shore, they have received double rations. By the decision of May, 1829, they were deprived of the servant and double rations.

A *captain not in command* received his lawful pay, rations and servant, unless on furlough, when only half pay was allowed him. If attached to a station, he has his house rent and fuel. The decision of May, 1829, took away his servant.

First lieutenant.—By the act of 11th of July, 1798, his pay and rations were fixed at \$30 per month and three rations per day. An act passed 24th April, 1816, gave an additional ration to each subaltern in the army. In 1824, the Fourth Auditor applied this act to first lieutenants in the marine corps, and allowed them four rations—one more than their captains received, and one more than was allowed to first lieutenants in the army. Their allowances for one servant, fuel, and house rent, originated in the same manner as like allowances made to their captains.

The decision of May, 1829, cut off the additional ration and the allowance for a servant.

Second lieutenant.—His pay was fixed at \$25 per month, with two rations per day, by the act of 11th July, 1798. His rations were increased to three, in 1818, by the Fourth Auditor, who applied to him the provision of the act of 1816, which gives one additional ration to each subaltern in the army. One servant, fuel, and house rent, were allowed to him on the same authority as to first lieutenants.

The decision of May, 1829, cut off the additional ration and servant.

Lieutenants on shore, acting as assistant quartermasters, were allowed, until 1829, \$20 per month.

Officers commanding a post or detachment on separate service have, until 1829, been allowed double rations.

Officers commanding marines afloat have been allowed double rations by authority of a letter from the Secretary of the Navy, dated 29th March, 1805. In 1812, an allowance of \$15 per month was made to them for receiving and distributing clothing, running back to 1809, 1810, and 1811. This allowance was continued until 1829. By the decision of May, in that year, both of these allowances were discontinued.

Paymaster.—The act of 16th April, 1814, authorized the appointment of an adjutant, paymaster, and quartermaster, to be taken from the line of captains or subalterns, who were entitled to receive “\$30 in addition to their pay in the line, in full of all emoluments.” The present paymaster is a captain, and according to this law, which has never been changed, is entitled to \$70 per month, three rations per day, and the other allowances of a captain. In 1825, however, the Fourth Auditor placed him on the footing of a paymaster in the army, giving him \$50 per month, four rations per day, and allowance for two servants, forage for two horses, together with fuel and house rent. In 1828 it was decided, by the same authority, that he was entitled to eight rations, and forage for four horses, and he claimed \$60 per month, the pay of a major of cavalry in the army; but no account was settled in which these allowances were made to him, and the decision has been reversed. The house rent for the whole staff was fixed at \$250, in January, 1823, and increased to \$288, in February, 1828.

From the 1st April, 1829, his pay and emoluments have been brought back to the standard prescribed by law.

Quartermaster.—The present quartermaster is a first lieutenant, and, by the laws referred to, is entitled to \$60 per month and three rations per day, with the other allowances of a first lieutenant. The Fourth Auditor, however, applied to him, also, the law of the army in relation to quartermasters, and allowed him \$60 per month, four rations per day, two servants, forage for two horses, with fuel and house rent. By a precedent set in 1823, he was also allowed \$30 per month, as commissary of subsistence. By authority of the Secretary of the Navy, in 1805, he was also allowed \$150 per year as superintendent of the armory. His house rent was increased, in 1828, from \$250 to \$288.

From the 1st April, 1829, his pay and emoluments have been made to conform to existing laws, and his extra allowances have been discontinued.

Adjutant and inspector.—The present adjutant and inspector is a first lieutenant, and by law is entitled to \$60 per month, three rations per day, and all other allowances made to his lineal rank. It does not appear that he was placed on a similar footing with the other staff officers until 1828, when it was decided that he should be allowed forage for two horses, and an additional servant. His allowance for house rent was also increased from \$200 to \$288.

From the 1st April, 1829, his pay and emoluments have been reduced to the standard of the law.

In every case where a servant is mentioned, it should be recollected that the real allowance is \$14.84 in money; and when fuel is mentioned, it is \$7 for every cord of wood stated to be allowed.

Table marked E, presents sundry allowances made by the Navy Department to persons receiving salaries from the government. The Navy Commissioners have been paid traveling expenses and a per diem allowance when absent on public business, upon the ground that they are captains of the navy, and, as such, entitled to those allowances. Upon similar grounds have they been paid for extra services. The same rules of allowance have been extended to their secretary, although he is not an officer of the navy. The salary, as well as other allowances of the engineer for building dry docks, were fixed by the Secretary of the Navy in 1828. The salaries to the secretaries of the navy pension and hospital funds were fixed by the commissioners of those funds. The commissions paid for purchase of stocks were, I believe, in every instance, sanctioned by the Secretary of the Navy.

The commissions paid Mr. McDaniel, as special agent, were, as far as I know, authorized only by usage.

Tables marked F and G exhibit the allowances other than regular allowances made during the years 1828 and 1829. For greater convenience, the traveling expenses have been separated from the others. The traveling expenses of all officers traveling under orders were fixed at fifteen cents per mile, by the Secretary of the Navy, in March, 1817.

The amount allowed for traveling expenses in 1828, was	\$37,888 56
The amount allowed for traveling expenses in 1829, was	23,205 70

Difference in favor of 1829	\$14,682 86
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The other irregular allowances not fixed by law are contained in table G.

When the allowance of commissions for drawing bills originated, or by what authority, I know not. When allowed to captains in the navy, it was obviously intended to increase their emoluments. It has had the same effect upon pursers when allowed to them. Nor do I know when the allowance of two and a half per cent. commission to acting pursers commenced, or by what authority. It is but a fair allowance in many cases; in some, it has made their compensation exorbitant. No reason is perceived why they might not be paid as actual pursers, or at least a fixed monthly allowance.

An allowance of four dollars for each recruit was formerly made to recruiting officers, and is still continued to officers recruiting men in foreign countries; but I know not when it originated. On the 3d December, 1827, the Secretary of the Navy directed that, from the 1st of January, 1828, the same allowance should be made to masters commandant, stationed at recruiting rendezvous, as are made to those attached to navy yards, with a reasonable allowance for necessary expenses, office rent, music, and stationery. The same rule was extended to surgeons and lieutenants, with the exception of expenses, &c. Midshipmen were directed to be allowed \$3 per week.

The allowance for attending courts-martial as witnesses, members, or judge advocate, originated with the Secretary of the Navy, but I know not when. Citizens attending as witnesses are allowed \$3 per day; officers of the navy, \$1.50. The members of the court have generally been allowed \$1.50, sometimes \$3. The judge advocate, if a citizen, is generally allowed \$10 per day, during his actual attendance, and for a reasonable time to make up the record. Officers of the navy, acting in that capacity, are allowed half that sum. Sometimes citizens, acting in that capacity, have been allowed gross sums to a large amount. I have never seen any written rule by which these allowances are regulated.

The allowance for attending the board for the examination of midshipmen has originated, I presume, from the same source, and has not been confined to any written rule; at least, none such is to be found in this office. In 1820, midshipmen were authorized, by the Secretary of the Navy, to receive traveling expenses to and from the place of examination, but no per diem while attending. The rule was afterwards changed, and they were denied traveling expenses to the place of examination, but allowed a per diem of \$1.50 while attending. If they did not pass they were allowed nothing. The present Secretary of the Navy has decided to allow them traveling expenses to the place of examination, and a per diem when they pass in any one branch of naval service, as well as their traveling expenses to their homes or stations.

It has been the practice to pay the passage of officers ordered home from foreign stations, or sent home on account of ill health, when, in consequence of having no opportunity to return in a public vessel, they are under the necessity of coming in merchantmen or packets. I do not know when it originated. The Secretary of the Navy directed that the passage money of seamen discharged in foreign countries shall be paid, unless there was an opportunity for them to return in public vessels.

The allowance of difference of pay and rations is authorized, by the navy regulations, to officers necessarily acting in situations above their rank. There is no law which sanctions the allowance. The present Secretary has directed that these allowances shall be confined to cases where the claimant has received an acting appointment and been rated according to his acting rank on the pay roll.

In the explanatory cases attached to the table will be found a history of the allowance of a commission on moneys paid to mechanics and laborers at the several navy yards, together with many other matters, somewhat in detail.

Opposite the miscellaneous items in the table will be found references to the authorities upon which these allowances have been made, in cases not embraced in the foregoing.

By the recapitulation annexed to the table, it appears that the aggregate of these allowances was,	
For 1828.....	\$144,358 02
For 1829.....	86,493 18
Difference in favor of 1829.....	\$57,864 84
Add difference in traveling expenses.....	14,652 86
Total difference in these contingent allowances.....	<u>\$72,517 70</u>

Table marked II, exhibits the names of all officers who were on leave of absence, waiting orders, or on furlough, within the years 1828 and 1829, the time each has been in that situation, and the amount of public money paid to each during that time. Table marked I, exhibits the same facts in relation to surgeons and assistant surgeons, including those upon shore stations.

The amount paid captains thus situated is.....	\$105,052 48
The amount paid masters commandant.....	27,207 39
The amount paid lieutenants.....	196,197 95
The amount paid pursers.....	10,868 30
The amount paid chaplains.....	1,388 77
The amount paid midshipmen.....	21,558 72
The amount paid sailingmasters.....	5,203 80
The amount paid boatswains.....	1,372 16
The amount paid gunners.....	715 58
The amount paid carpenters.....	624 00
	<u>\$370,189 75</u>
Add amount paid to surgeons.....	154,398 14
Add amount paid to assistant surgeons.....	9,835 73
Total in these tables.....	<u>\$534,425 62</u>
Deduct amount paid to surgeons and assistant surgeons at shore stations.....	147,142 41
	<u>\$387,283 21</u>

This sum, \$387,283.21, was paid to persons who were not, during the time they received it, rendering any service to the country.

The Naval Register of 1830 shows:

Thirty-seven captains, of whom there were on furlough, leave of absence, waiting orders, suspended, or under arrest.....	11
Thirty-nine masters commandant, same.....	8
Two hundred and fifty-eight lieutenants, same.....	113
Thirty-four surgeons, same.....	6
Thirty-one assistant surgeons, same.....	7
Sixteen acting assistant surgeons, same.....	0
Forty-three pursers, same.....	10
Nine chaplains, same.....	1
Forty-one passed midshipmen, same.....	18
Four hundred and thirty-five midshipmen, same, and on examination.....	123
Thirty-two sailingmasters, same.....	11
Eighteen boatswains, same.....	4
Twenty gunners, same.....	3
Sixteen carpenters, same.....	2
Sixteen sailmakers, same.....	3
	332

Hence, it appears that the proportion of officers and petty officers in the navy of the United States, wholly unemployed, is nearly one-third of the entire corps. As this was the case when the register was made out, it may be presumed that it presents a fair average of the number of those who are constantly unemployed.

By the same evidence, it appears that the number of those actually at sea, is:

Of captains.....	6
Of masters commandant.....	12
Of lieutenants.....	101
Of surgeons.....	17
Of assistant surgeons.....	19
Of acting assistant surgeons.....	11
Of pursers.....	20
Of chaplains.....	3
Of passed midshipmen.....	17
Of midshipmen.....	280
Of sailingmasters.....	3
Of boatswains.....	10
Of gunners.....	10
Of carpenters.....	11
Of sailmakers.....	13
	533

Hence, it appears that only a little more than half of the whole corps are actually employed in sea service. The residue, not on leave of absence, &c., 189 in number, are employed in the navy yards, in recruiting, in receiving ships, in the ships in ordinary, &c., &c. It therefore takes 189 officers on shore, or thereabouts, to keep 533 afloat, while 332 are resting from their labors. Many of those on shore are paid better than those afloat, and all, with the exception of a few on furlough, as well.

An accurate calculation of what proportion of the three millions annually appropriated for the service of the navy, which is paid to the navy actually afloat, and what is paid at home to keep up the establishment, would present interesting results.

I return table J, with this report, it being impracticable to ascertain the amounts which have been paid to the officers therein named.

I could wish this report were more perfect. By continued investigations, I hope to make myself master of all the regulations which have ever existed in the Navy Department, wherever concealed.

Very respectfully, your obedient servant,

AMOS KENDALL.

Hon. SECRETARY of the Navy.

A.

A statement of the amounts paid or allowed to each grade of officers employed in the naval service of the United States, excluding the marine corps, within the years 1828 and 1829.

Rank.	Monthly pay.	Amount of pay per annum.	No. of daily rations com- muted at 25 cents.	Amount of rations per annum.	Cabin furniture per month.	Annual allowance for cabin furniture.	Annual allowance for quar- ters or house rent.	No. of cords of wood per annum at \$6 per cord.	Annual allowance for fuel.	Annual allowance for candles.	No. of servants, at \$8 per month and 1 ration per day.	Amount allowed for ser- vants' pay and rations per annum.	Total.
Captain commanding a squadron on separate service.....	\$100	\$1,200	16	\$1,460 00	30	\$360							\$3,020 00
Captain of a line-of-battle ship....	100	1,200	8	730 00	25	300							3,230 00
Captain of a vessel of 32 guns and upwards.....	100	1,200	8	730 00	20	240							2,170 00
Captain of a vessel of 20 and under 32 guns.....	75	900	6	547 50									1,447 50
Captain commanding a navy yard..	100	1,200	16	1,460 00		\$600	30	180	\$65	3	\$561 75		4,066 75
Captain on Baltimore or Charles- ton station.....	100	1,200	8	730 00		300	30	180	65	3	561 75		3,030 75
Captain waiting orders or on leave of absence.....	100	1,200	8	730 00									1,930 00
Captain on furlough.....	50	600											600 00
Master commandant in command of a sloop-of-war.....	60	720	5	456 25	15	180							1,356 25
Master commandant waiting orders or on leave of absence.....	60	720	5	456 25									1,176 25
Master commandant commanding on shore.....	60	720	5	456 25		300	20	120	40	2	374 50		2,010 75
Master commandant on furlough....	30	360											360 00
Master commandant recruiting....	60	720	5	456 25		300	20	120	40	2	374 50		2,010 75
Lieutenant in command.....	60	720	5	456 25	10	120							1,296 25
Lieutenant not in command, but at- tached to a ship, on leave of ab- sence, or waiting orders.....	50	600	4	365 00									965 00
First lieutenant of a navy yard....	50	600	4	365 00		200	20	120	20	1	187 25		1,492 25
Lieutenant on furlough.....	25												300 00
Master.....	40	480	2	182 50									662 50
Master on most of the shore stations	40	480	2	182 50		200	12	72	20	1	187 25		1,141 75
Master on some of the shore stations	40	480	2	182 50			12	72	20	1	187 25		941 75
Purser on board a ship.....	40	480	2	182 50									662 50
Purser on a station.....	40	480	2	182 50		200	12	72	20	1	187 25		1,141 75
Purser on furlough.....	20	240											240 00
Midshipman.....	19	228	1	91 25									319 25
Passed midshipman.....	25	300	2	182 50									482 50
Chaplain.....	40	480	2	182 50									662 50
Chaplain attached to a station.....	40	480	2	182 50		250	9	54	12	1*	163 25		1,141 75
Surgeon under five years, on shore..	50	600	2	182 50									782 50
Surgeon under five years, at sea...	60	720	4	365 00									1,085 00
Surgeon over five years, on shore....	55	660	3	273 75									933 75
Surgeon over five years, at sea.....	65	780	6	547 50									1,327 50
Surgeon over ten years on shore.....	60	720	4	365 00									1,085 00
Surgeon over ten years at sea.....	70	840	8	730 00									1,570 00
Surgeon over twenty years on shore†	70	840	4	365 00		200	20	120	20	1	187 25		1,732 25
Surgeon over twenty years at sea...	80	960	8	730 00									1,690 00
Surgeon of the fleet, under five years	60	720	8	730 00									1,450 00
Surgeon of the fleet, over five years	65	780	12	1,095 00									1,875 00
Surgeon of the fleet, over ten years	70	840	16	1,460 00									2,300 00
Surgeon of the fleet, over twenty y's	80	960	16	1,460 00									2,420 00
Assist. surgeon under five years, on shore.....	50	360	2	182 50									542 50
Assist. surgeon over two years, at sea	35	420	4	365 00									785 00
Assist. surgeon over five years, on shore†.....	35	420	3	273 75									693 75
Assist surgeon over five years at sea†	40	480	6	547 50									1,027 50
Assist. surgeon over ten years, on shore†.....	40	480	4	365 00									845 00
Assist. surgeon over ten years, at sea†	45	540	8	730 00									1,270 00
Captain's clerk.....	25	300	1	91 25									391 25
Commodore's secretary.....			1	91 25	and \$1,000 per year.								1,091 25

* Servant at \$6 per month.

† Surgeons of any other grade, attached to stations, are allowed the same emoluments.

‡ After having been approved and passed by a board of surgeons.

B.
A statement of the annual allowances to regular navy agents

	Annual allowance for office rent.	Annual allowance for clerk hire.	Annual allowance for stationery.	Annual allowance for fuel and candles.	Annual allowance for a porter.	Total.	
Philadelphia.....	\$150	\$1,000	\$150	\$60	\$240	\$1,600	Commission 1 per cent. amounts to about \$1,400 per annum.
do do	150	1,000	150	60	240	1,600	do do 2,000
Boston.....	150	1,800	150	60	240	2,400	do do 2,000
New York.....	150	1,800	150	60	240	2,400	do do 2,000
Kent.....	150	1,800	150	60	240	2,400	do do 1,100
Pennsylvania.....	150	600	50	25	.....	825	do do 1,200
Baltimore.....	150	.....	.....	.....	.....	500	do do 100
Charleston, South Carolina.....	.....	.....	.....	.....	.....	300	do do 300
Perthmouth, New Hampshire.....	.....	.....	.....	.....	.....	.....	do do 75
New Orleans.....	.....	.....	.....	.....	.....	250	do do 50
Savannah.....	.....	.....	.....	.....	.....	.....	do do 25
New Castle, Delaware.....	.....	.....	.....	.....	.....	.....	.....
London.....	.....	.....	.....	.....	.....	.....	.....
Valparaiso.....	.....	.....	.....	.....	.....	.....	.....
Gibraltar.....	.....	.....	.....	.....	.....	.....	.....
The agent at Gibraltar is allowed 2½ per cent. on all his disbursements; at other places in the Mediterranean without limitation.							

C.
A statement of allowances to certain special agents.

Charles Haire.....	Agent for making examinations and surveys of public lands in West Florida.....	Five dollars per day for the time actually employed and traveling expenses.
Henry M. Breckenridge.....	Superintendent of the cultivation of live oak.....	Four hundred dollars per annum.
John Clark.....	Agent for making examinations and surveys of public lands in West Florida.....	Five dollars per day for the time actually employed and traveling expenses.
Thompson Mason.....	Agent for the preservation of live oak.....	Fifteen hundred dollars per annum.

D.
Statement of the pay, rations, and emoluments received by each grade of the officers of the marine corps in 1828 and 1829.

	Pay per month.	Amount of pay per annum.	No. of rations allowed per day.	Communtion for each ration.	Amount paid per annum for rations.	No. of servants allowed.	Communtion per month for servant.	Amount paid for servants per annum.	No. cords wood allowed per annum.	Communtion per cord for wood.	Amount paid for fuel per annum.	No. cords wood allowed in kind for office.	Amount allowed for quarters per annum.	No. of horses allowed.	Communtion for forage per month.	Amount allowed for forage per annum.	Amount allowed as comm. sub. per annum.	Amount allowed as independent army per annum.	Amount allowed master and quartermaster per annum.	Total amount paid per annum.
Lieutenant colonel commanding, in 1828.....	\$75 00	\$900 00	12	20	\$875 00	2	\$14 84	\$556 16	33	\$7 00	\$231 00	12	288 00	4	\$22 00	\$884 00				\$2,747 16
Lieutenant colonel commanding, after March 31, 1829.....	75 00	900 00	6	20	428 00				33	7 00	231 00	12	288 00		12 00	144 00				1,713 00
Brevet lieutenant colonel commanding on shore, in 1828.....	60 00	720 00	10	20	720 00	2	14 84	556 16	24	7 00	168 00	12	288 00	3	24 00	288 00				2,350 16
Brevet lieutenant colonel commanding on shore, after March 31, 1829.....	75 00	900 00	6	20	428 00				24	7 00	168 00	12	288 00		12 00	144 00				1,938 00
Brevet lieutenant colonel commanding afloat, in 1828.....	60 00	720 00	10	25	912 50	2	14 84	556 16	24	7 00	168 00	12	288 00							1,632 50
Brevet lieutenant colonel commanding afloat, after March 31, 1829.....	75 00	900 00	6	25	547 50															1,447 50
Paymaster, (a captain in the line,) in 1828.....	50 00	600 00	4	20	292 00	2	14 84	556 16	24	7 00	168 00	12	288 00	3	24 00	288 00				1,952 16
Paymaster, (a captain in the line,) after March 31, 1829, pay as captain \$40, extra as paymaster \$30.....	70 00	840 00	3	20	219 00				15	7 00	105 00	12	288 00							1,432 00
Quartermaster, (a lieutenant in the line,) in 1828.....	60 00	720 00	4	20	292 00	2	14 84	556 16	24	7 00	168 00	12	288 00	2	16 00	192 00	\$250 00	\$150 00		2,520 16
Quartermaster, (a lieutenant in the line,) after March 31, 1829, pay as first lieutenant \$30, extra as quartermaster \$30.....	60 00	720 00	3	20	219 00				7 1/2	7 00	52 50	12	288 00							1,279 50
Adjutant and inspector, (a brevet captain, first lieutenant in the line,) in 1828, pay as first lieutenant \$30, extra as adjutant \$30.....	60 00	720 00	4	20	292 00	1	14 84	178 08	15	7 00	105 00	12	288 00	2	16 00	192 00				1,775 08
Adjutant and inspector, (a brevet captain, first lieutenant in the line,) after March 31, 1829, pay as first lieutenant \$30, extra as adjutant \$30.....	60 00	720 00	3	20	219 00				7 1/2	7 00	52 50	12	288 00							1,279 50
Captain commanding a post on shore, in 1828.....	40 00	480 00	6	20	428 00	1	14 84	178 08	15	7 00	105 00	12	290 00							1,401 08
Captain commanding a post on shore, after March 31, 1829.....	40 00	480 00	3	20	219 00				15	7 00	105 00	12	290 00							1,404 00
Captain commanding afloat, (senior officer of a squadron,) in 1828.....	40 00	480 00	6	25	547 50													\$180 00		1,267 50
Captain commanding afloat, (senior officer of a squadron,) after March 31, 1829.....	40 00	480 00	3	25	273 75															753 75
Captain waiting orders or attached to a post on shore, in 1828.....	40 00	480 00	3	20	219 00	1	14 84	178 08	15	7 00	105 00		200 00							1,182 08
Captain waiting orders or attached to a post on shore, after March 31, 1829.....	40 00	480 00	3	20	219 00				15	7 00	105 00		200 00							1,004 00
Captain afloat in 1828 and 1829.....	40 00	480 00	3	25	273 75				7 1/2	7 00	52 50		104 00							753 75
First lieutenant commanding on shore, in 1828.....	30 00	360 00	8	20	584 00	1	14 84	178 08	7 1/2	7 00	52 50		104 00							1,278 58
First lieutenant commanding on shore, after March 31, 1829.....	30 00	360 00	3	20	219 00				7 1/2	7 00	52 50		104 00							735 50
First lieutenant, (senior officer,) commanding afloat, in 1828.....	20 00	240 00	8	25	730 00													180 00		1,270 00
First lieutenant, (senior officer,) commanding afloat, after March 31, 1829.....	30 00	360 00	3	25	273 75															633 75
First lieutenant attached to a post on shore or waiting orders, in 1828.....	30 00	360 00	4	20	292 00	1	14 84	178 08	7 1/2	7 00	52 50		104 00							986 58

D.—Statement of the pay, rations, and emoluments received by each grade of the officers of the marine corps in 1828 and 1829.—Continued.

	Pay per month.	Amount of pay per annum.	No. of rations allowed per day.	Commutation for each ration.	Amount paid per annum for rations.	No. of servants allowed.	Commutation per month for servant.	Amount paid for servants per annum.	No. cords wood allowed per annum.	Commutation per cord for wood.	Amount paid for fuel per annum.	No. cords wood allowed in kind for office.	Amount allowed for quarters per annum.	No. of horses allowed.	Commutation for forage per month.	Amount allowed for forage per annum.	Amount allowed as comm. sub. per annum.	Amount allowed as superintendent armory per annum.	Amount allowed assistant quartermaster per annum.	Total amount paid per annum.
First lieutenant attached to a post on shore or waiting orders, after March 31, 1829.....	\$30 00	\$360 00	3	30	\$219 00	.....	.....	.....	7	\$7 00	\$52 50	.....	\$104 00	.....	.....	.....	.....	.....	.....	\$735 50
First lieutenant afloat, in 1828.....	30 00	360 00	4	25	365 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	725 00
First lieutenant afloat, after March 31, 1829.....	30 00	360 00	3	25	273 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	633 50
Second lieutenant attached to a post on shore or waiting orders, in 1828.....	25 00	300 00	3	20	219 00	1	\$14 84	\$178 08	7½	7 00	52 50	.....	104 00	.....	.....	.....	.....	.....	.....	833 58
Second lieutenant attached to a post on shore or waiting orders, after March 31, 1829.....	25 00	300 00	2	20	145 00	.....	.....	.....	7½	7 00	52 50	.....	104 00	.....	.....	.....	.....	.....	.....	602 50
Second lieutenant, (senior officer,) commanding afloat, in 1828.....	25 00	300 00	6	25	547 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,027 50
Second lieutenant, (senior officer,) commanding afloat, after March 31, 1829.....	25 00	300 00	2	25	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	482 50
Second lieutenant afloat, in 1828.....	25 00	300 00	3	25	273 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	573 75
Second lieutenant afloat, after March 31, 1829.....	25 00	300 00	2	25	182 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	482 50
Lieutenant, assistant quartermaster on shore, in 1828, in addition to his pay and emoluments in the line.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lieutenant, assistant quartermaster on shore, after March 31, 1829..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	240 00	240 00

TREASURY DEPARTMENT, Fourth Auditor's Office, May, 1850.

E.

Statement of allowances made in the Navy Department to persons receiving salaries from the government, in the years 1828 and 1829, and former allowances of the same nature to the same persons.

John Rodgers	Commissioner of the Navy	\$9,500	Services as commissioner of the breakwater at the mouth of the Delaware Bay, from 9th June, 1828, to 2d February, 1829, 239 days, at \$4.50 per day.....	\$1,075 50
			Traveling expenses from Washington to Pensacola via New Orleans, in 1829, 1,401 miles	210 15
			Detention at Pensacola and Tortugas, selecting a site for a navy yard, 19 days, at \$4.50 per day.....	85 50
			Traveling expenses from Norfolk to Washington, 229 miles, at 15 cents	34 35
			Traveling expenses from Washington to Norfolk and back, 458 miles, at 15 cents.....	68 70
			Detention in Norfolk in the execution of public duties, 3 days, at \$3.....	9 00
				<u>\$1,453 20</u>
Lewis Warrington	Commissioner of the Navy	3,500	Traveling expenses from Washington to Norfolk via Baltimore, 496 miles, at 15 cents.....	\$74 40
			Detention at Norfolk on public business in May, 1829, 7 days, at \$3.....	21 00
			Traveling expenses from Washington to Norfolk in July, 1829, 458 miles, at 15 cents	68 70
			Detention at Norfolk, 3 days, at \$3	9 00
			Traveling expenses from Washington to Portsmouth, N. H., and back, in October, 1829, 1,000 miles.....	150 00
			Detention at Portsmouth, Boston, New York and Philadelphia, 12 days, at \$3	36 00
				<u>\$359 10</u>
Daniel T. Patterson....	Commissioner of the Navy	3,500	Traveling expenses from Washington to Pensacola via New Orleans, and back, in 1829, 2,802 miles, at 15 cents	\$420 30
			Detention at New Orleans and Pensacola, 78 days, at \$4.50 per day	351 00
			Traveling expenses from Washington to Portsmouth, N. H., and back, in October, 1829, 1,000 miles	150 00
			Detention at Portsmouth, Boston, New York and Philadelphia, 12 days, at \$3.....	36 00
				<u>\$937 30</u>
Chas. W. Goldsborough..	Sec. to Navy Commiss'rs.	2,000	Traveling expenses from Washington to Portsmouth, N. H., and back, in July, 1828, 1,000 miles, at 15 cents.....	\$150 00
			Detention at Philadelphia, New York, Boston and Portsmouth, at \$1.50.....	21 00
			Traveling expenses from Washington to Portsmouth, N. H., and back, in October, 1829, 1,000 miles	150 00
			Detention at Portsmouth, Boston, New York and Philadelphia, 10 days, at \$3.....	30 00
				<u>\$351 00</u>
Loammi Baldwin	Eng'r building dry docks..	4,000	Traveling expenses from Norfolk to Washington, in April, 1829, 229 miles, at 15 cents	\$34 35
			Traveling expenses from Washington to Pensacola, in 1829, 999 miles, at 15 cents.....	149 85
			Board at Pensacola while on survey of the navy yard, from 15th May to 1st June, 1829, 18 days, at \$2.63.....	47 34
				<u>\$231 54</u>
Charles Hay	Chf'cl'k Navy Depart't..	2,000	Salary as secretary to the navy pension fund, from 1st January, 1824, to 1st January, 1829, at \$250.....	\$1,250 00
			Commission on purchasing stock on \$975,264.89, at $\frac{1}{4}$ per cent	3,376 32
				<u>\$4,626 32</u>
Benjamin Homans	Clerk Navy Department.	1,400	Salary as secretary to the navy pension fund, from 1st April to 21st May, 1829, at \$250 per annum.....	\$35 02
Thomas Fillebrown, jr..	Clerk Navy Department.	1,000	Salary as secretary to the navy hospital fund, from 7th November, 1823, to 16th May, 1829, at \$250 per annum	\$981 25
John Boyle.....	Clerk Navy Department.	1,600	Salary as secretary to the privateer pension fund, from 1st April, 1816, to 31st December, 1829, at \$250 per annum...	\$2,187 50
			Commission on purchasing stock for the fund on \$46,000, at $\frac{1}{4}$ per cent., allowed by B. W. Crowninshield, Secretary of the Navy, under whose authority the purchase was made, 16th February, 1817	115 00
				<u>\$3,302 50</u>

E.—Statement of allowances made in the Navy Department—Continued.

George MacDaniel.....	Clt'k 4th Auditor's office..	\$1,400	Clerk to the navy pension fund from 1st July, 1817, to 28th February, 1829, at \$250 per annum	\$2,916 66
			Commission on purchasing United States bank stock for the fund, during the same period.....	1,218 77
			Commission on miscellaneous expenditures.....	36 56
			Commission on his expenditures as special agent for paying small claims, from October 10, 1812, to March 14, 1829....	4,727 89
				<u>\$8,899 88</u>

F.

A statement showing the amount paid to sundry officers and agents, in the years 1828 and 1829, for traveling expenses, at the rate of fifteen cents per mile, agreeably to the regulations established March 30, 1818, by B. W. Crownshield, Secretary of the Navy.

Names and rank.		Traveling expenses at 15 cts. per mile.
1828.		
P. C. Valdes, midshipman		\$44 10
Francis Huger, midshipman.....		79 35
W. H. Pendleton, midshipman		41 10
Joseph Cohen, midshipman.....		54 90
A. L. Dale, midshipman.....		32 10
B. W. Hunter, midshipman		33 30
W. E. Hunt, midshipman		59 40
J. M. Grier, chaplain		60 90
J. T. McLaughlin, midshipman		40 05
J. L. Chauncey, lieutenant		68 40
W. J. H. Robertson, midshipman		34 35
W. H. Browne, midshipman		34 35
W. Seton, lieutenant		120 15
J. T. Griffin, midshipman		40 05
H. J. Paul, midshipman		34 35
A. S. Campbell, lieutenant		68 40
William Inman, lieutenant		50 85
W. H. Gardiner, lieutenant.....		68 70
A. E. Kennedy, surgeon's mate		54 90
T. McK. Buchanan, lieutenant		54 90
D. B. Ridgely, midshipman.....		111 90
G. C. Ashton, midshipman		68 40
James Herriot, midshipman		69 00
E. W. Stull, midshipman.....		34 35
W. T. Mure, midshipman		12 60
W. D. Slade, midshipman		33 30
J. M. Lockert, midshipman.....		120 00
Wm. B. Shubrick, master commandant.....		29 70
Wm. Wheelan, surgeon's mate.....		55 40
E. G. Tilton, midshipman		26 55
J. R. Sands, lieutenant		13 35
John Buchanan, midshipman		46 95
R. Barnum, assistant surgeon		14 85
J. E. Browne, midshipman		18 75
B. F. Pinckney, midshipman.....		40 05
W. A. Patterson, midshipman		40 05
G. W. Palmer, surgeon's mate		54 90
W. C. Griffin, midshipman		47 10
George McCrery, midshipman		68 40
R. E. Johnson, midshipman		68 40
H. A. Steele, midshipman		68 40
A. M. Henderson, midshipman.....		38 55
W. M. Walker, midshipman.....		34 35
S. Humphreys, lieutenant		54 90
A. K. Long, midshipman.....		80 10
G. L. Seldon, midshipman.....		34 35
J. C. Graham, midshipman.....		34 35
C. S. Ridgely, midshipman.....		68 40
D. F. Dulany, midshipman		34 35
J. T. Lipscomb, captain's clerk		68 40
J. P. Zantzingcr, lieutenant.....		68 40
D. G. Farragut, lieutenant.....		173 20
G. G. Williamson, midshipman		68 40
W. M. A. Moore, midshipman		68 40
T. Dade, midshipman.....		29 40
F. E. Joyner, midshipman.....		72 45
Joseph W. Jarvis, midshipman		27 00

Names and rank.	Traveling expenses at 15 cts. per mile.
W. M. Armstrong, lieutenant.....	\$33 90
H. C. Flagg, midshipman.....	63 45
Robert Deacon, midshipman.....	21 00
James M. Frailey, lieutenant.....	28 20
S. B. Wilson, lieutenant.....	40 45
W. M. Wood, assistant surgeon.....	155 25
C. W. Morgan, captain.....	149 85
J. F. Miller, midshipman.....	131 80
Robert Jones, midshipman.....	131 80
G. A. O'Brien, midshipman.....	94 90
A. E. Kennedy, surgeon's mate.....	30 00
Wm. E. Spencer, midshipman.....	13 00
P. M. Box, midshipman.....	20 55
Samuel P. Todd, purser.....	120 00
F. Smith, midshipman.....	13 00
H. Mifflin, midshipman.....	13 00
H. Paulding, midshipman.....	76 00
H. C. Hinton, midshipman.....	20 55
C. W. Ridgely, chaplain.....	14 85
Mordecai Morgan, surgeon.....	78 70
John W. West, lieutenant.....	30 00
J. M. Southard, midshipman.....	30 00
Joseph Mattison, lieutenant.....	9 90
Alex. McCluney, midshipman.....	47 25
John T. Williams, midshipman.....	13 35
B. F. Sands, midshipman.....	47 25
Charles Sperry, midshipman.....	43 35
H. W. Bassett, surgeon.....	14 85
John Gallagher, captain.....	44 85
W. H. Gardner, lieutenant.....	54 90
A. A. Holcomb, midshipman.....	96 75
W. W. Duke, midshipman.....	65 40
C. Lowndes, lieutenant.....	59 40
R. Voories, lieutenant.....	60 90
Geo. W. Codwise, surgeon.....	31 50
John A. Winslow, midshipman.....	31 50
E. W. Carpenter, lieutenant.....	31 50
B. W. Turner, midshipman.....	74 85
B. P. Kistum, surgeon.....	265 35
M. C. Perry, master commandant.....	31 50
Charles Cobb, gunner.....	31 50
Sp. C. Gist, midshipman.....	31 50
Thos. W. Freelon, lieutenant.....	69 60
Geo. S. Blake, lieutenant.....	99 75
T. A. Mull, midshipman.....	31 35
E. Schermerhorn, midshipman.....	210 90
N. C. Lawrence, midshipman.....	185 85
Jacob Mull, sailingmaster.....	31 35
H. K. Thatcher, midshipman.....	30 60
R. H. Morris, midshipman.....	34 05
Wm. H. Horner, lieutenant.....	179 85
J. E. Bispham, midshipman.....	148 95
C. H. McBlair, midshipman.....	146 60
Wm. Birchmore, surgeon.....	31 50
T. A. Jones, master commandant.....	130 80
John Calhoun, midshipman.....	215 70
A. Lewis, lieutenant.....	173 10
John O. Creighton, captain.....	18 00
C. H. Davis, midshipman.....	235 05
Joseph F. Green, midshipman.....	124 35
Robert J. Dodd, surgeon.....	44 10
D. G. Woodbridge, midshipman.....	1 80
C. Bennett, sailingmaster.....	62 70
Loammi Baldwin, engineer.....	1,282 34
James Alden, jr., midshipman.....	16 80
John Porter, master commandant.....	9 60
J. P. Parker, midshipman.....	9 60
Joseph R. Jarvis, lieutenant.....	39 75
James Brookes, purser.....	34 00
Sanford A. Street, midshipman.....	31 50
Jesse Smith, lieutenant.....	31 50
Henry Bruce, lieutenant.....	31 50
Wm. P. Jones, midshipman.....	30 00
Wm. H. Gardner, lieutenant.....	100 00
H. M. Houston, midshipman.....	21 45
E. M. Russell, midshipman.....	33 90

Names and rank.	Traveling expenses at 15 cts. per mile.
John Fisher, midshipman.....	\$17 55
Alex. Gibson, midshipman.....	68 40
Charles W. Gay, midshipman.....	34 35
Peter Christie, surgeon.....	80 55
L. Stoddart, midshipman.....	50 55
Levi Lincoln, midshipman.....	146 35
S. Barrington, surgeon's mate.....	13 35
F. A. Newell, midshipman.....	106 35
George W. Taylor, midshipman.....	8 10
F. B. Wright, midshipman.....	33 20
James D. Knight, lieutenant.....	116 85
R. R. McMullen, midshipman.....	37 05
A. K. Long, lieutenant.....	244 40
Jacob Jamison, surgeon's mate.....	66 60
Edward Freeman, lieutenant.....	3 15
L. B. Hunter, surgeon's mate.....	7 20
M. V. Taylor, midshipman.....	31 53
C. T. Bell, midshipman.....	4 35
J. S. Paine, midshipman.....	49 20
R. P. Macomber, surgeon's mate.....	31 50
R. R. Pinkham, lieutenant.....	45 75
S. W. Stockton, midshipman.....	7 50
Wm. A. Patterson, midshipman.....	68 40
John T. Williams, midshipman.....	52 05
Mark Hale, midshipman.....	68 40
John A. Coyle, midshipman.....	33 90
R. L. Tilghman, midshipman.....	28 20
L. P. Higbee, midshipman.....	13 35
G. L. Claiborne, midshipman.....	33 90
J. S. Missroom, midshipman.....	45 45
J. B. Walback, midshipman.....	32 70
L. Pennington, midshipman.....	26 70
P. Drayton, midshipman.....	13 35
John Boarden, midshipman.....	106 35
W. M. Glendy, midshipman.....	28 20
W. H. Inskeep, midshipman.....	54 90
E. H. Perkins, midshipman.....	18 15
Robert Handy, midshipman.....	28 80
L. C. F. Fatio, midshipman.....	48 90
G. M. Meredith, midshipman.....	40 95
Thomas Dillard, surgeon.....	44 45
Wm. M. Walker, midshipman.....	68 40
A. K. Yancey, midshipman.....	53 40
Wm. J. Belt, lieutenant.....	39 75
Edward Hopkinson, midshipman.....	13 35
Robert F. Pinckney, midshipman.....	68 40
E. W. Stull, midshipman.....	68 40
G. L. Selden, midshipman.....	68 40
G. Blacknall, surgeon's mate.....	13 35
R. M. Hunter, midshipman.....	68 40
Wm. Johnson, surgeon's mate.....	17 55
G. C. Ashton, midshipman.....	68 40
Joseph W. Jarvis, midshipman.....	39 75
John A. Russ, midshipman.....	68 40
L. L. Spillman, midshipman.....	42 45
John R. Cox, midshipman.....	13 35
W. R. Taylor, midshipman.....	31 50
W. J. McCluncy, lieutenant.....	13 35
G. F. Emmons, midshipman.....	38 10
J. B. Dalberghe, midshipman.....	132 60
P. F. Bradlee, midshipman.....	31 80
A. L. Chase, midshipman.....	8 25
J. Ferguson, sailingmaster.....	3 75
P. L. Gansevoort, sailingmaster.....	22 95
R. J. Dodd, surgeon's mate.....	31 50
J. T. McLaughlin, midshipman.....	28 20
Thomas J. Harris, midshipman.....	31 05
W. Wheelan, surgeon's mate.....	68 40
R. P. Welsh, midshipman.....	97 65
Thomas J. Page, midshipman.....	59 55
Charles Henderson, midshipman.....	34 40
William S. Swann, midshipman.....	129 15
John De Camp, midshipman.....	13 35
N. M. Howison, midshipman.....	42 45
C. H. Caldwell, midshipman.....	87 75
L. E. Simonds, midshipman.....	22 80
D. B. Ridgley, midshipman.....	28 20

Names and rank.	Traveling expenses at 15 cts. per mile.
Alex. Eskridge, lieutenant.....	\$13 35
C. A. Caronell, midshipman.....	34 95
Cicero Pryor, midshipman.....	59 85
J. Morehead, midshipman.....	79 95
D. McDugal, midshipman.....	124 35
Charles Steedman, midshipman.....	20 00
F. B. Ellison, midshipman.....	13 35
B. J. Totten, midshipman.....	13 35
W. Smith, midshipman.....	13 35
S. W. Breckenridge, lieutenant.....	13 35
W. G. Woolsey, lieutenant.....	68 40
Charles Wilkes, lieutenant.....	33 90
L. C. Love, midshipman.....	146 70
G. R. Gray, midshipman.....	12 50
D. H. Mackey, lieutenant.....	68 25
J. D. Elliott, captain.....	81 00
B. R. Tinslar, acting surgeon.....	13 35
J. W. Mooers, midshipman.....	44 85
Charles G. Turner, midshipman.....	57 15
H. H. Rhodes, midshipman.....	33 90
Samuel Lockwood, midshipman.....	15 60
George W. Fowler, midshipman.....	34 20
Samuel R. Knox, midshipman.....	99 75
John Fisher, carpenter.....	68 40
S. Larkin, midshipman.....	109 35
C. B. C. Thompson, captain.....	177 30
F. Wessels, assistant surgeon.....	54 90
R. H. H. Sims, assistant surgeon.....	54 90
H. N. Glentworth, midshipman.....	60 90
H. N. Harrison, midshipman.....	71 55
Joseph B. Hull, lieutenant.....	81 75
George Henderson, midshipman.....	31 50
P. H. Trapier, midshipman.....	66 60
R. P. Mayrant, midshipman.....	66 60
Joseph W. Revere, midshipman.....	68 40
Eli Dill, boatswain.....	68 55
J. McIntosh, lieutenant.....	102 75
Robert J. Robb, midshipman.....	25 80
J. M. Berrien, midshipman.....	145 50
Ferd. Piper, midshipman.....	68 40
Roger Perry, midshipman.....	34 65
J. W. Cooke, midshipman.....	30 90
H. J. Hartsten, midshipman.....	83 85
James Noble, midshipman.....	54 90
John M. Gardier, midshipman.....	68 40
John Kelly, lieutenant.....	35 25
L. G. Keith, midshipman.....	16 80
H. Darcautel, midshipman.....	100 00
Thomas Turner, midshipman.....	266 95
E. B. Babbitt, lieutenant.....	104 55
Charles O. Handy, purser.....	109 35
John Wyman, midshipman.....	23 40
John D. Henley, captain.....	69 30
N. S. Waldron, captain's clerk.....	40 80
James Evans, boatswain.....	9 00
J. Ferguson, sailingmaster.....	3 75
Wm. Smith, midshipman.....	33 90
J. H. Little, midshipman.....	97 35
Joseph R. Blake, midshipman.....	47 70
L. Osborn, surgeon.....	68 10
A. A. Harwood, midshipman.....	26 70
F. G. Beatty, midshipman.....	34 35
Cad'r Ringgold, midshipman.....	64 50
B. S. Slye, midshipman.....	68 25
J. Boyle, midshipman.....	34 35
C. K. Ruffin, midshipman.....	5 70
N. B. Waters, midshipman.....	40 35
A. McDaniel, midshipman.....	33 90
R. L. Browning, midshipman.....	33 90
B. F. Bache, surgeon's mate.....	57 00
S. Penhallow, surgeon's mate.....	31 50
J. Weems, surgeon's mate.....	37 65
T. M. Newell, lieutenant.....	22 57
William Russell, midshipman.....	34 35
F. Clotard, midshipman.....	34 35
Wm. Whittle, midshipman.....	68 25
A. R. Strong, midshipman.....	34 35

Names and rank.	Traveling expenses at 15 cts. per mile.
H. Y. Purviance, lieutenant.....	\$90 75
J. Cassin, midshipman.....	33 90
R. D. Thorburn, midshipman.....	136 85
Jonathan Cowdry, doctor.....	34 35
S. Rapalye, surgeon's mate.....	135 00
H. Etting, midshipman.....	13 35
Joseph H. Terry, purser.....	75 60
Wm. Foster, midshipman.....	66 16
Robert Henley, captain.....	78 15
W. W. McKean, lieutenant.....	54 90
John A. Kearney, surgeon.....	54 90
T. M. Washington, midshipman.....	34 95
H. D. Scott, lieutenant.....	290 85
C. D. Drake, midshipman.....	109 20
F. W. Smith, lieutenant.....	34 25
John R. Bryan, midshipman.....	15 00
John Graham, midshipman.....	48 75
G. P. Upsham, midshipman.....	26 70
F. S. Key, midshipman.....	41 10
Stephen Cassin, captain.....	48 90
Samuel B. Lardner, midshipman.....	11 55
Thomas Harris, surgeon.....	41 10
George M. Hooe, surgeon.....	73 95
John Rodgers, commodore.....	73 20
L. Warrington, commodore.....	73 20
A. Sloan, sergeant marine corps.....	26 70
John W. Palmer, midshipman.....	14 10
B. Washington, surgeon.....	82 80
George Hurst, midshipman.....	57 90
A. Lewis, midshipman.....	45 90
Wm. Green, midshipman.....	68 25
W. H. Kennon, midshipman.....	68 25
A. A. Harwood, midshipman.....	100 00
W. P. Lynch, midshipman.....	68 25
E. B. Boutwell, midshipman.....	103 50
A. E. Downes, midshipman.....	31 50
Simeon Hall, midshipman.....	27 30
John R. Rinker, midshipman.....	13 35
Jesse Wilkinson, captain.....	327 00
John L. Thomas, midshipman.....	68 25
John L. Thomas, lieutenant.....	30 90
John Young, midshipman.....	33 90
E. Cutbush, surgeon.....	41 10
E. C. Taylor, midshipman.....	8 25
L. B. Newell, midshipman.....	68 25
W. B. Everett, midshipman.....	33 90
M. Coulter, surgeon's mate.....	40 05
John Manning, midshipman.....	77 70
H. Westcott, midshipman.....	19 50
Joseph Stalling, past midshipman.....	34 95
H. Pinckney, midshipman.....	56 40
S. S. Lee, lieutenant.....	36 00
Isaac S. Sterrett, midshipman.....	28 20
P. H. Hayne, midshipman.....	130 35
I. T. Homans, midshipman.....	33 90
E. O. Blanchard, midshipman.....	225 90
W. Milner, surgeon's mate.....	20 55
W. H. Pendleton, midshipman.....	33 90
J. Y. Humphreys, midshipman.....	41 10
George Adams, midshipman.....	69 15
M. G. L. Claiborne, midshipman.....	109 05
W. H. Ball, midshipman.....	33 90
R. G. Robb, midshipman.....	45 90
A. B. Pinkham, midshipman.....	12 00
Joseph R. Blake, lieutenant.....	33 90
T. S. Hammersley, lieutenant.....	34 95
A. H. Marbury, midshipman.....	33 90
James Renshaw, captain.....	113 20
Levin Handy, midshipman.....	57 70
Thomas Dillard, surgeon's mate.....	44 85
W. F. Shields, lieutenant.....	136 80
W. P. Piercy, lieutenant.....	33 90
J. L. Henderson, midshipman.....	33 90
J. Clementson, sailmaker.....	33 90
John Marshall, lieutenant.....	16 80
W. H. Noland, midshipman.....	49 95
E. W. Moore, midshipman.....	34 95

Names and rank.	Traveling expenses at 15 cts. per mile.
W. C. Cutts, midshipman.....	\$33 90
T. T. Craven, midshipman.....	33 90
John W. Barker, midshipman.....	57 90
W. C. Selden, midshipman.....	33 90
P. F. Canedy, midshipman.....	22 50
John R. Chandler, surgeon's mate.....	75 30
E. McGlaughlin, sailingmaster's mate.....	50 00
G. G. Williamson, midshipman.....	68 25
G. C. Cooper, purser.....	34 20
W. L. Gordon, master commandant.....	80 85
Thomas T. Hunter, midshipman.....	35 35
John Cassin, lieutenant.....	35 25
H. C. Tilghman, midshipman.....	5 70
W. C. Griffin, midshipman.....	35 25
E. Huntington, midshipman.....	34 20
F. E. Joyner, midshipman.....	56 10
Jos. Mechlin, agent captured Africans.....	34 20
S. C. Gist, midshipman.....	69 45
John Borden, midshipman.....	69 45
R. Semmes, midshipman.....	34 20
Joseph Morehead, lieutenant.....	20 85
J. L. Henderson, midshipman.....	34 20
A. H. Foot, past midshipman.....	46 70
E. H. Perkins, midshipman.....	34 20
B. S. B. Darlington, midshipman.....	21 30
G. H. Scott, midshipman.....	39 90
M. H. Smith, midshipman.....	35 25
Wm. L. Robins, lieutenant.....	22 80
Fitzallan Deas, midshipman.....	13 70
G. Gansevoort, midshipman.....	34 20
F. Mallaby, sergeant marines.....	71 40
J. M. Frailey, midshipman.....	34 20
J. D. Williamson, lieutenant.....	31 65
Isaac White, carpenter.....	35 25
Charles Wilkes, midshipman.....	33 90
Gerard Dayes, surgeon.....	100 95
John E. Prentiss, lieutenant.....	65 40
D. G. Woodbridge, midshipman.....	65 40
John Morris, boatswain.....	65 40
Ossian Bullus, lieutenant.....	69 45
James Davis, acting sailmaker.....	65 40
W. W. Ramsey, lieutenant.....	78 40
J. W. Sherburne, lieutenant.....	74 40
James Noble, midshipman.....	124 49
L. Osburne, surgeon.....	35 25
C. Watkins, midshipman.....	34 20
J. M. Keener, lieutenant.....	11 40
C. F. M. Spotswood, midshipman.....	53 85
Geo. B. McKnight, assistant surgeon.....	53 05
Wm. C. Wetmore, lieutenant.....	69 45
D. R. Stewart, lieutenant.....	40 95
John Percival, lieutenant.....	147 00
Joseph Colston, purser.....	163 20
A. J. D. Brown, lieutenant.....	65 40
John T. Ritchie, lieutenant.....	35 25
D. F. Dulaney, midshipman.....	35 25
Thomas Pittigrew, lieutenant.....	87 45
S. W. Wilkinson, midshipman.....	141 60
T. M. Petway, midshipman.....	141 60
George M. White, midshipman.....	34 20
Lucius Miller, midshipman.....	35 25
S. S. Washington, midshipman.....	34 20
Charles D. Drake, midshipman.....	34 20
W. C. Banister, midshipman.....	68 60
John C. Spencer, surgeon.....	34 20
W. L. Herndon, midshipman.....	35 25
W. A. Spotswood, acting surgeon.....	1 05
W. S. Ringgold, midshipman.....	34 20
E. L. Handy, midshipman.....	34 20
G. R. A. Brooke, midshipman.....	34 20
Edwin Lamb, midshipman.....	66 75
John T. Jenkins, midshipman.....	197 11
T. L. Watkins, lieutenant marine corps.....	112 80
John G. Todd, midshipman.....	32 62
Wm. P. S. Sawyer, midshipman.....	32 62
B. F. Purham, midshipman.....	67 80
Wm. Murtree, purser.....	

Names and rank.	Traveling expenses at 15 cts. per mile.
Nath. H. Perry, purser.....	\$148 17
E. M. Russell, midshipman.....	33 90
George C. Read, captain.....	53 40
J. D. Sloat, captain.....	34 20
J. B. Nicholson, captain.....	52 65
E. R. McCall, captain.....	13 35
G. C. Cooper, purser.....	173 90
Thomas Barron, purser.....	34 35
Silas Butler, purser.....	68 10
Henry Etting, purser.....	33 90
E. Fitzgerald, purser.....	103 50
J. N. Hambleton, purser.....	137 40
A. Y. Humphreys, purser.....	184 95
S. Hambleton, paid R. Derby, purser.....	235 05
Thos. Ap C. Jones, captain.....	61 40
Otho Norris, captain.....	77 25
Robert Pottenger, purser.....	33 90
Isaac McKeever, acting purser.....	62 10
Robert B. Randolph, acting purser.....	155 40
W. S. Rogers, purser.....	130 80
Joseph Wilson, purser.....	7 50
W. P. Zantzinger, purser.....	79 80
Joseph C. Hall, lieutenant marines.....	10 00
C. R. Broom, captain marines.....	68 70
R. Smith, brevet lieutenant colonel marines.....	70 80
Francis Neville, receiving officer.....	102 50
J. C. Williams, lieutenant.....	26 70
G. F. Lindsay, lieutenant.....	169 65
A. Edson, lieutenant.....	193 20
A. Henderson, lieutenant colonel commandant.....	218 70
W. H. Freeman, captain.....	41 10
F. W. Fowler, lieutenant.....	75 00
Theo. Bainbridge, lieutenant.....	60 60
Wm. Dulany, lieutenant.....	65 40
Richard Douglass, lieutenant.....	260 10
P. G. Howle, adjutant.....	68 70
E. J. Weed, quartermaster.....	68 70
F. A. Thornton, purser.....	11 40
Th. Lee, lieutenant.....	71 10
C. F. Sperring, lieutenant.....	68 25
James T. Gerry, lieutenant.....	13 35
Constant Smith, lieutenant.....	8 65
Th. B. Barton, lieutenant.....	13 35
L. N. Carter, lieutenant.....	34 35
W. Belt, surgeon's mate.....	20 55
David R. Stewart.....	180 10
A. S. Wadsworth, captain.....	272 40
James McIntosh, lieutenant.....	171 00
J. D. Williamson, lieutenant.....	148 50
John C. Carter, midshipman.....	68 40
Owen Burns, midshipman.....	68 40
Thomas A. Mull, midshipman.....	31 35
J. W. Shelburne, lieutenant.....	94 50
Henry E. Ballard, captain.....	158 50
Edward Crocker, late boatswain.....	26 70
Wm. Bainbridge, captain.....	109 80
Isaac Chauncey, captain.....	779 50
George P. Upsler, lieutenant.....	94 95
Geo. W. Rodgers, captain.....	78 00
Aug. A. Addee, surgeon.....	13 35
Wm. M. A. Moore, midshipman.....	68 40
John H. Clark, lieutenant.....	203 55
W. P. Jones, midshipman.....	31 50
Levin M. Powell, lieutenant.....	77 10
S. Hambleton, acting adjutant.....	81 10
Samuel Miller, lieutenant colonel.....	82 20
Charles Gamutt, lieutenant.....	44 85
John S. Hart, midshipman.....	13 35
Virgil McCracken, midshipman.....	34 35
Henry Boram, midshipman.....	36 30
Joseph W. Jarvis, midshipman.....	27 00
J. P. Wilson, lieutenant.....	40 05
Thomas B. Sutter, surgeon.....	169 65
A. S. Worth, midshipman.....	77 10
Addison C. Hinton, midshipman.....	57 60
John McClintock.....	13 35
T. O. Selfridge, lieutenant.....	31 50

Names and rank.

Traveling expenses
at 15 cts. per mile.

George Budd, master commandant.....	\$68 40
Theo. Hunt, late master commandant.....	32 50
Bushrod W. Turner, midshipman.....	43 65
Joseph M. Gayle, (deceased).....	75 33
W. S. W. Ruschenber, surgeon's mate.....	13 35
H. Hingleton, clerk to Eng. D. D.....	88 50
W. H. Gardiner, lieutenant.....	68 25
Geo. N. Hawkins, midshipman.....	111 75
S. Humphreys, lieutenant.....	54 90
Andrew H. Foot, midshipman.....	13 80
B. S. Doxie, late sailingmaster.....	40 05
Robert Ritchie, lieutenant.....	190 20
Samuel Haight, midshipman.....	18 00
Charles Green, midshipman.....	31 50
C. W. Goldsborough, secretary to Naval Board.....	171 00
Charles C. Russell, late midshipman.....	125 40
Wm. C. Chaplin, midshipman.....	13 35
Philip M. Box, midshipman.....	20 55
T. M. Crenshaw, midshipman.....	52 00
Ed. R. Shubrick, master commandant.....	13 35
Charles Stewart, captain.....	79 20
Henry James.....	37 50
Robert Ritchie, lieutenant.....	13 35
N. Amory, navy agent.....	34 50
Junius J. Boyle, midshipman.....	197 40
Ed. A. Kerr, (deceased) midshipman.....	68 40
Robert F. Martin, midshipman.....	13 50
P. W. Johnson, surgeon's mate.....	50 85
John S. Chamcey, lieutenant.....	68 40
Joseph F. Green, midshipman.....	22 80
Israel S. Griffin, midshipman.....	40 05
W. C. Purviance, midshipman.....	80 00
James Page, surgeon.....	174 60
Garret R. Barry, purser.....	98 70
W. McBlair, midshipman.....	228 60
Frank Ellery, lieutenant.....	13 05
B. Longpoint, (deceased).....	37 50
Charles Cobb, acting gunner.....	99 90
John A. Cook, lieutenant.....	4 20
S. T. Anderson, clerk.....	189 00
B. Homans, clerk.....	68 40
S. Humphreys, chief naval constructor.....	242 10
John Rodgers, captain.....	150 00
L. Warrington, captain.....	281 70
John P. Norfleet.....	87 00
James M. Watson, midshipman.....	33 90
C. Morris, captain.....	199 50
M. T. Woolsey, captain.....	317 40
Total amount in 1828.....	\$87,888 56

1829.

J. B. Marchand, midshipman.....	\$54 90
F. A. Dean, midshipman.....	13 35
Mordecai Morgan, surgeon.....	106 90
E. R. Shubrick, captain.....	101 70
George C. Read, captain.....	170 40
F. Buchanan, lieutenant.....	13 35
D. Geisinger, master commandant.....	89 10
H. A. Steele, midshipman.....	18 45
A. A. Harwood, lieutenant.....	13 35
E. C. Taylor, lieutenant.....	26 70
John W. Turk, passed midshipman.....	70 20
H. K. Thatcher, midshipman.....	62 40
J. B. Elliot, acting assistant surgeon.....	165 15
Charles Chase, surgeon.....	9 60
Geo. Bates, naval S. K.....	48 10
H. B. Sawyer, lieutenant.....	65 40
Joel Abbott.....	7 80
Alex. I. D. Brown, lieutenant.....	99 75
George Marshall, gunner.....	25 00
George Sproston, surgeon.....	30 30
A. K. Long, lieutenant.....	12 50
Alex. Claxton, captain.....	28 50
J. McKeever, lieutenant.....	14 00
J. S. Sterrett, lieutenant.....	14 00

Names and rank.	Traveling expenses at 15 cts. per mile.
W. B. Everett, midshipman	\$40 95
J. P. Wilson, lieutenant	28 50
S. B. Wilson, lieutenant	40 05
James Menzies, boatswain	68 70
Charles Kennedy, midshipman	68 40
J. N. Smith, assistant	23 15
Alex. Eskridge, lieutenant	56 10
F. Buchanan, lieutenant	69 45
George M. Hooe, midshipman	95 50
Wm. McBlair, midshipman	77 85
R. D. Moore, midshipman	68 10
S. Sharp, assistant surgeon	50 40
H. W. Morris, lieutenant	69 45
John L. Ringgold, midshipman	63 15
Joseph Smith, captain	100 65
John W. West, lieutenant	54 90
C. H. Caldwell, lieutenant	20 00
Alex. Gibson, midshipman	16 80
John W. Taylor, midshipman	205 35
W. A. W. Spottswood, assistant surgeon	33 90
J. Banister, midshipman	252 96
J. K. Bowie, midshipman	57 80
E. Ingham, boatswain	165 70
W. O. Slade, midshipman	136 35
John L. Taylor, midshipman	35 70
S. Decatur, midshipman	220 50
W. H. Ball, midshipman	68 70
G. T. Crump, midshipman	26 10
A. R. Taliaferro, midshipman	57 60
D. R. Porter, midshipman	52 65
S. E. Mann, midshipman	68 50
A. Campbell, lieutenant	100 00
Andrew Fitzhugh, lieutenant	35 25
F. Malla y, sailingmaster	75 90
B. J. Totten, midshipman	68 40
W. C. Whittle, lieutenant	235 26
Sylvanus Gordon, midshipman	205 45
S. Humphreys, lieutenant	54 90
R. H. Colhoun, midshipman	164 70
R. L. Page, midshipman	35 25
S. Duncan, captain	69 45
W. Smith, midshipman	35 25
W. C. Holmes, midshipman	68 40
J. Callan, midshipman	68 40
E. H. Hubbard, midshipman	68 40
O. Claiborne, midshipman	35 25
Edward Grant, midshipman	48 75
Lewis Ogden, midshipman	87 75
Stephen Rapalje, surgeon's mate	19 05
A. B. Pinkham, lieutenant	45 45
Charles W. Skinner, captain	136 80
Thomas Norman, purser's steward	34 20
Ebenezer Farrand, midshipman	50 00
Otho Norris, captain	28 20
Pierson Hurd, midshipman	6 75
William M. Hunter, midshipman	114 25
John H. Marshall, midshipman	157 15
C. H. Hansford, midshipman	68 40
Amasa Paine, midshipman	70 95
A. W. Prevost, midshipman	13 35
G. W. Rodgers, captain	202 50
R. P. Macomber, assistant surgeon	13 35
J. H. Maulsby, midshipman	68 40
D. Egbert, assistant surgeon	13 35
John L. Ball, midshipman	34 20
S. M. Breckenridge, lieutenant	69 45
C. T. Platt, lieutenant	44 85
B. R. Tinslar, assistant surgeon	22 50
J. W. Plummer, midshipman	28 50
H. A. Adams, lieutenant	13 35
A. G. Gambril, assistant surgeon	73 50
W. T. Temple, lieutenant	94 20
Henry Eagle, lieutenant	13 35
Montgomery Lewis, midshipman	13 35
N. G. Bay, midshipman	34 20
P. C. Valdez, midshipman	12 90
J. H. Rowan, midshipman	24 00

Names and rank.	Traveling expenses at 15 cts. per mile.
J. R. Chandler, midshipman.....	\$34 50
O. H. Berryman, midshipman.....	34 20
C. H. Davis, midshipman.....	31 20
W. S. Young, midshipman.....	34 20
Wm. Tyler, assistant surgeon.....	36 00
John Denny, assistant surgeon.....	30 00
S. F. Hazard, midshipman.....	68 40
Z. F. Johnson, lieutenant.....	36 60
J. A. Dahlgren, midshipman.....	13 35
J. J. Thruston, midshipman.....	34 20
B. D. Moore, midshipman.....	154 50
J. Cowdery, surgeon.....	69 45
H. Walker, midshipman.....	69 45
Stephen Cassin, captain.....	68 40
E. H. A. H. Kennedy, midshipman.....	68 40
John M. Dale, midshipman.....	13 35
A. McDaniel, midshipman.....	34 20
Thomas Selfridge, midshipman.....	30 20
Ad. Searle, chaplain.....	218 00
H. M. Houston, midshipman.....	34 20
Thomas Sands, midshipman.....	32 70
Thomas Boardman, midshipman.....	46 80
A. H. Coleman, midshipman.....	34 20
F. G. McCauley, purser.....	13 35
G. R. Carroll, midshipman.....	34 20
Thomas Russell, midshipman.....	31 20
C. Jackson, midshipman.....	15 30
G. White, assistant surgeon.....	34 20
G. R. Goldsborough, midshipman.....	34 20
S. F. Dupont, lieutenant.....	13 35
J. Everett, chaplain.....	31 20
E. R. Thompson, midshipman.....	13 35
F. Clinton, midshipman.....	78 60
Peter Christie, surgeon.....	40 80
Geo. P. Ricker, midshipman.....	21 75
Wm. Black, acting boatswain.....	109 35
Geo. R. Gray, midshipman.....	22 65
I. H. Terry, purser.....	55 80
John J. White, midshipman.....	75 00
Robert Patten, midshipman.....	34 20
Thomas A. Budd, midshipman.....	34 20
John A. Cook, lieutenant.....	6 30
A. G. Gordon, lieutenant.....	2 10
W. P. Zantzing, purser.....	34 20
S. S. Lee, lieutenant.....	34 20
N. M. Howison, passed midshipman.....	42 75
Junius Boyle, passed midshipman.....	34 20
James M. Watson, passed midshipman.....	34 20
J. B. Montgomery, lieutenant.....	84 60
William Inman, lieutenant.....	38 70
William S. Ogden, lieutenant.....	66 00
John M. Berrien, midshipman.....	53 10
Thomas J. Harris, midshipman.....	48 75
George Beale, purser.....	15 45
George M. Bache, surgeon.....	13 35
Josiah Colston, purser.....	113 40
John H. Carr, purser.....	41 10
A. P. Darragh, purser.....	52 65
Gwinn Harris, purser.....	175 40
Robert Pottenger, purser.....	33 90
C. O. Handy, purser.....	109 35
Wm. McMurtrie, purser.....	86 85
Wm. Sinclair, purser.....	127 25
J. B. Timberlake, purser.....	89 83
D. M. F. Thornton, purser.....	49 50
R. Voorhees, purser.....	149 85
Joseph Wilson, purser.....	100 65
T. L. C. Watkins, lieutenant marine corps.....	65 40
W. H. Freeman, captain marine corps.....	200 50
A. Henderson, lieutenant colonel marine corps.....	218 70
P. G. Howle, adjutant.....	70 50
C. Smith, lieutenant.....	178 65
Samuel Miller, lieutenant colonel marine corps.....	26 70
C. R. Broom, captain marine corps.....	67 80
J. G. Williams, lieutenant.....	67 20
T. A. Linton, lieutenant.....	102 15

Names and rank.	Traveling expenses at 15 cts. per mile.
S. E. Watson, captain.....	\$36 00
Alex. McLean, lieutenant.....	33 90
William Dulany, lieutenant.....	75 00
H. W. Fowler, lieutenant.....	13 35
T. S. English, lieutenant.....	125 85
C. Grymes, lieutenant.....	77 60
C. C. Tupper, lieutenant.....	68 40
J. W. Shaumburgh, lieutenant.....	20 50
H. S. Coulter, assistant surgeon.....	79 25
Lewis Heerman, surgeon.....	48 90
Thompson D. Shaw, midshipman.....	37 35
John E. Bispham, lieutenant.....	27 00
Hyde Ray, surgeon.....	39 30
Henry E. Ballard, captain.....	56 40
W. B. Shubrick, master commandant.....	321 20
Wm. Bainbridge, captain.....	26 70
Charles Morris, captain.....	62 41
James M. Greene, assistant surgeon.....	120 00
Wm. Strickland, commodore.....	210 00
Alexander Paris, agent.....	55 00
Aug. P. Beers, assistant surgeon.....	21 00
Jesse D. Elliott, captain.....	113 10
Wm. Bradford, midshipman.....	34 20
John H. Inlay, assistant surgeon.....	39 75
John O. Creighton, captain.....	109 20
G. I. Van Brunt, lieutenant.....	99 75
I. P. Turner, chaplain.....	65 40
William Turk, surgeon.....	31 35
John T. Brooke, assistant surgeon.....	99 75
James Evans, midshipman.....	31 35
F. B. Stockton, purser.....	28 50
Chas. H. Duryce, passed midshipman.....	5 10
Wm. A. Slacum, purser.....	35 25
Peter Turner, passed midshipman.....	28 65
Jon. Ingersoll, passed midshipman.....	11 40
Charles H. Davis, passed midshipman.....	31 20
James H. Ward, passed midshipman.....	16 35
Samuel E. Munn, passed midshipman.....	28 50
John Babier, lieutenant.....	2 70
M. Mason, passed midshipman.....	34 20
Ninian E. Lane, midshipman.....	163 95
Wm. B. Lyne, passed midshipman.....	34 20
Philander F. Canedy, passed midshipman.....	34 20
William H. Noland, passed midshipman.....	40 05
William Seton, lieutenant.....	120 15
W. H. Gardner, lieutenant.....	68 40
John T. Lipscomb, captain's clerk.....	68 40
Andrew K. Long, lieutenant.....	80 10
G. G. Williamson, midshipman.....	68 40
G. S. Blake, lieutenant.....	99 75
Jesse Smith, lieutenant.....	99 75
G. C. Ashton, midshipman.....	102 60
J. P. Zantzing, lieutenant.....	68 40
Wm. Inman, jr., lieutenant.....	50 85
Eli Dill, boatswain.....	34 35
R. D. Thornburn, passed midshipman.....	68 40
John H. Paul, midshipman.....	34 35
Geo. L. Selden, midshipman.....	34 35
H. N. Harrison, midshipman.....	71 55
Jos. F. Green, midshipman.....	99 75
John Fisher, carpenter.....	68 40
H. N. Glenworth, assistant surgeon.....	54 90
H. C. Flagg, midshipman.....	63 45
James Heriott, midshipman.....	69 00
Jacob Mull, sailingmaster.....	31 35
William Ryan, sailmaker.....	68 40
Geo. W. Palmer, assistant surgeon.....	54 90
H. W. Hunter, midshipman.....	33 30
D. D. Porter, midshipman.....	52 65
Eli W. Stull, midshipman.....	34 35
John C. Graham, midshipman.....	35 25
William Dulany, midshipman.....	35 25
William C. Banister, midshipman.....	35 25
William M. Walker, midshipman.....	35 25
Henry A. Steel, midshipman.....	122 10
A. S. Campbell, lieutenant.....	69 45
John De Camp, midshipman.....	13 35

Names and rank.	Traveling expenses at 15 cts. per mile.
Wm. M. Crane, captain.....	\$139 80
James W. Grier, chaplain.....	55 65
Wm. E. Hunt, midshipman.....	60 30
J. T. McLaughlin, midshipman.....	40 05
William S. Swann, midshipman.....	68 40
A. C. Hinton, midshipman.....	20 55
Chas. Henderson, midshipman.....	34 20
Wm. C. Spencer, midshipman.....	13 00
J. W. Revere, midshipman.....	68 40
F. Wessels, assistant surgeon.....	54 90
Rd. Sims, assistant surgeon.....	54 90
P. H. Trapier, midshipman.....	66 40
Samuel R. Knox, midshipman.....	99 75
Samuel Larkin, jr., midshipman.....	109 35
R. P. Mayrant, midshipman.....	66 50
Geo. M. M. Creery, midshipman.....	16 80
W. J. H. Robertson, midshipman.....	34 35
W. A. Patterson, midshipman.....	40 05
R. F. Pinkney, midshipman.....	40 05
D. B. Ridgley, midshipman.....	111 90
Frs. E. Joyner, midshipman.....	72 45
W. T. Muse, midshipman.....	12 30
James M. Lockert, midshipman.....	118 35
John R. Ring, midshipman.....	63 15
Robert E. Hooe, midshipman.....	25 80
W. B. Ludlow, midshipman.....	40 00
Charles H. McBlair, midshipman.....	68 40
Robert E. Johnson, midshipman.....	151 30
W. C. Homes, midshipman.....	123 30
P. A. Stockton, passed midshipman.....	100 95
E. Farrand, passed midshipman.....	57 90
Geo. Harrison, midshipman.....	31 50
A. M. Henderson, midshipman.....	37 50
James E. Brown, midshipman.....	18 75
T. Dade, midshipman.....	29 40
James F. Duncan, midshipman.....	58 65
William C. Griffin, midshipman.....	45 30
W. Smith, passed midshipman.....	34 20
W. B. Lyne, passed midshipman.....	34 65
L. Warrington, Navy Commissioner.....	338 10
H. N. Robinson, schoolmaster.....	61 05
Thos. Armstrong, carpenter.....	34 35
Hy. Mifflin, midshipman.....	13 00
Thos. Turner, midshipman.....	68 40
Fred. S. Varnum, lieutenant.....	31 50
Thos. W. Frecklove, lieutenant.....	31 50
Spencer C. Gist.....	31 50
Thomas R. Rootes, midshipman.....	26 70
James Glynn, lieutenant.....	69 45
E. P. Kennedy, captain.....	109 80
John A. Davis, passed midshipman.....	220 95
P. F. Bradlee, late midshipman.....	99 75
Thomas W. Brent, midshipman.....	35 25
S. Jordan, boatswain.....	34 20
T. W. Washington, midshipman.....	39 15
H. Huff, passed midshipman.....	115 05
Isaac Hull, captain.....	276 90
D. L. Randolph, midshipman.....	24 65
Wm. Radford, midshipman.....	126 60
John Rogers, captain.....	463 20
Jos. R. Blake, lieutenant.....	34 20
Alex. K. Maury, midshipman.....	108 60
C. Price, midshipman.....	83 40
G. T. Crump, midshipman.....	26 10
John L. Taylor, midshipman.....	35 70
Josiah Tatnall, lieutenant.....	49 50
D. T. Patterson, captain.....	580 20
Enoch C. Wines, schoolmaster.....	34 35
Wm. Leigh, midshipman.....	16 80
John Rodgers, midshipman.....	34 25
Z. R. Fuller, carpenter.....	99 25
George R. Gray, midshipman.....	75 00
Geo. C. Cooper, purser.....	34 20
L. Baldwin, engineer.....	391 54
C. W. Goldsborough, surgeon.....	150 00
Benajah Ticknor, surgeon.....	44 85
Wm. F. Patton, assistant surgeon.....	13 35

Names and rank.	Traveling expenses at 15 cts. per mile.
A. E. Kennedy, assistant surgeon.....	\$71 25
B. C. Hoffman, captain.....	31 50
C. Bulfinch.....	40 00
J. W. Muse, late captain's clerk.....	52 00
C. W. Morgan, master commandant.....	210 30
L. Rousseau, master commandant.....	31 80
A. P. Beers, midshipman.....	7 65
Jos. Myers, midshipman.....	52 65
Jos. Lanman, midshipman.....	21 15
Charles Green, midshipman.....	18 75
N. R. Baker, midshipman.....	28 50
John R. Bryan, midshipman.....	34 20
J. W. Plummer, surgeon.....	59 25
C. K. Ruffin, midshipman.....	106 35
G. N. Hollins, lieutenant.....	28 50
John S. Booth, midshipman.....	34 20
J. M. Watson, midshipman.....	34 20
George Clymer, assistant surgeon.....	8 85
C. W. Chauncey, midshipman.....	69 45
James T. Gerry, lieutenant.....	13 35
Robert Ritchie, midshipman.....	13 35
Total amount in 1829.....	<u>\$23,205 70</u>

G.

A statement of allowances (other than those fixed by law) made to the following persons, during the years 1829 and 1829; prepared in obedience to certain resolutions of the House of Representatives, passed February 4, 1830.

Names and rank.	Commission on drawing bills at $2\frac{1}{2}$ per cent.	Commission as acting purser at $2\frac{1}{2}$ per cent.	Recruiting men.	Attending ren-devous.	Attending courts-martial, &c.	Attending board of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
N. H. Perry, purser	\$243 75									\$206 00	\$65 per day settling accounts, and \$140 for expenses on shore at Gibraltar.
Wm. McMurtre, purser	942 56									537 49	For drawing bills at 1 per cent.
do										112 50	\$27.50 for chamber money at New York in 1824, and \$75 for sundry expenses on shore in the Mediterranean.
do										162 00	For per diem allowance in settling accounts in 1824 and 1828, at \$1.50 per day.
Wm. S. Rogers, purser										39 00	For per diem allowance in settling accounts in 1828.
Samuel P. Todd, purser				\$45 00			\$225 00				For paying mechanics and laborers at \$600 per annum (called clerk hire.)
do										45 00	Allowed by T. Watkins, Fourth Auditor.
do										3,538 75	For per diem, settling accounts, at \$1.50.
do											For 11 years' 7 months' allowance as steward of receiving ship, &c., at \$307.25 per annum. Allowed by S. L. Southard.
do										1,249 45	For pay, &c., as steward of the yard, from June 1, 1817, to May 31, 1821. Settled Jan. 26, 1822, by C. Freeman, Fourth Auditor.
do							2,000 00				Paying mechanics. Settled and allowed by T. Watkins, Fourth Auditor, 1825.
do										998 75	For steward of yard. Settled and allowed by T. Watkins, Fourth Auditor, 1825.
do										229 90	For steward of yard. Settled and allowed by T. Watkins, Fourth Auditor, 1826.
do							1,913 33				For steward of yard. Settled and allowed by T. Watkins, Fourth Auditor, 1826.
do										2,665 00	For paying mechanics. Settled in 1826, from Oct. 24, 1818, to July 15, 1826.
do										256 50	For clerk. Settled and allowed by T. Watkins, in 1826.
do											For extra duty as purser of ship North Carolina, from March 6, 1822, to August 23, 1824, at \$1.50 per day.
do										828 53	For overpayments, disallowed in former accounts. Allowed by T. Watkins, in 1826.
Timothy Winn, purser							2,550 00				For paying mechanics, &c., from January 1, 1826, (called clerk hire) Allowed by T. Watkins, in 1828.
do										168 07	For amount paid Gerard Doyers, as purveyor. Allowed by T. Watkins, in 1828.
W. P. Zanzinger, purser	208 00									85 50	For per diem, settling accounts. Allowed by T. Watkins, in 1828.
B. Worthington, judge advocate					\$45 00						For services as judge advocate.
A. A. Nicholson, do					50 00						do
Thomas Petigree, midshipman										41 14	For chamber money.
R. B. Randolph, acting purser		\$2,267 42								42 00	For per diem, settling accounts. Mr. R. was appointed on the 21 April, 1828, and paid off the crew on the 31st July following.
John E. Prentiss, lieutenant				129 00							For per diem, at \$1.50.

* Made in 1822, 1824, 1825, and 1826.

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at $\frac{2}{3}$ per cent.	Commission as acting pursuer at $\frac{2}{3}$ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial, &c.	Attending board of examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
S. E. Wilson, lieutenant.....				\$376 50	.....	.....	.....	.....	.....	.....	For per diem, at \$1.50.
E. M. Russell, midshipman.....										\$30 00	Per diem, settling accounts.
H. Stanton, quartermaster.....										23 84	For commission on disbursements to members of court-martial, at Brooklyn.
Jesse D. Elliott, captain.....			\$417 25	.....	.....	.....	.....	.....	.....	.....	Compensation of a master commandant at navy yard, agreeably to a regulation of the Secretary of the Navy, in force from January 1, 1828.
J. E. Nicholson, captain.....						\$42 00	.....	.....	.....	.....	For services as member of the board of examination, at \$3 per day.
R. C. Ludlow, late pursuer.....							\$3,450 00	.....	.....	.....	For paying mechanics, &c., from April 1, 1824, to April 30, 1826.
Thomas Barron, pursuer.....										30 00	Per diem, settling accounts.
Silas Butler, pursuer.....										22 50	do do
Gran. C. Cooper, pursuer.....										25 50	do do
Henry Etting, pursuer.....	80 70	.....	.....	.....	.....	.....	.....	.....	.....	24 00	do do
E. Fitzgerald, pursuer.....						1,000 00	.....	.....	.....	14 35	For commission of 1 per cent., paying laborers in dry dock. The first sum is for paying mechanics, 20 mos., at \$600 per annum.
J. N. Hamilton, pursuer.....	50 00	.....	.....	.....	.....	.....	.....	.....	.....	42 00	Per diem, settling accounts.
I. McKeever, lieut. and acting pursuer.....	229 00	.....	.....	.....	.....	.....	.....	.....	.....	45 00	For chamber money \$36, and \$9 for per diem, settling accounts.
T. Ap Jones, acting pursuer.....	783 85	.....	.....	.....	.....	.....	.....	.....	.....	30 00	Per diem, settling accounts.
Robt. Pottinger, pursuer.....										16 00	do do
Clement S. Hunt, pursuer.....							975 00	.....	.....	.....	Called "clerk hire" (at \$600 per annum, from July 16, 1823, to March 31, 1828) to cover the charge as stated.
do.....										178 50	For steward or pursuer of the yard, in 1827.
C. B. Broome, captain marine corps.....											For services as judge advocate.
Fr. Mallaly, surgeon's mate.....					\$24 00	.....	.....	.....	.....	.....	For examining recruits.
Leonard Osborn, surgeon.....					90 00	.....	.....	.....	.....	41 00	For extra pay as clerk to quartermaster.
J. S. Devlin, sergeant.....										240 00	For services as judge advocate.
A. Henderson, lieut. col. marine corps.....			80 00	.....	.....	.....	.....	.....	.....	.....	For extra pay as clerk to quartermaster.
Samuel and Jesse Ives.....										30 00	For apprehending deserters.
Ad. Edson, lieutenant.....										180 00	For extra pay as clerk.
Robert Clark, justice of peace.....										1 63	For qualifying recruits.
Samuel Miller, lieutenant colonel.....			160 00	.....	.....	.....	.....	.....	.....	.....	For extra duty as carpenter.
George Kirk, soldier.....										23 40	For pay as armorer.
Andrew Marks, sergeant.....										120 00	For extra duty as carpenter.
Wm. Young, soldier.....										22 80	For pay as armorer.
John Walker.....										50 00	For qualifying recruits.
Jno. Garrettson, justice of peace.....										6 25	For examining recruits.
Jno. M. Gamble, lieutenant colonel.....			198 00	.....	.....	.....	.....	.....	.....	.....	For examining recruits.
Andrew B. Cook, surgeon.....										75 00	For examining recruits.

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills		Commission as acting purser at 2½ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial, &c.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
	at 2½ per cent.	at 2½ per cent.										
Rd. Douglass, lieutenant.....				\$6 00								Per diem as witness.
J. G. Williams, lieutenant.....						\$4 50						do
W. H. Freeman, captain.....						3 00						do
F. W. Fowler, lieutenant.....						3 00						For services as judge advocate.
Il. M. Mofft.....						17 00						Per diem as witness.
F. A. Thornton.....						7 50						do
Th. H. Lee, lieutenant.....						13 50						For examining recruits.
Samuel Jackson, surgeon.....											\$25 00	For services as assistant quartermaster, in 1826, '27, '28.
Th. A. Linton, lieutenant.....											439 00	For services as clerk.
Wm. Anderson, lieutenant colonel.....				24 00							180 00	
V. Masolett.....												
Mordcutt Morgan, surgeon.....					\$185 83							
W. W. McKean, lieutenant.....					23 71							
W. F. Jenkins.....					7 45							
Francis Bartlett, midshipman.....									\$300 00			From Callao to the United States.
H. Y. Purviance, midshipman.....							\$43 50					At \$1 50 per day.
H. E. Ballard, captain.....						141 00	195 00					At \$3 per day—a member of the board and court.
W. B. Shabick, master commandant.....						141 00						do
Wm. H. Keaton, midshipman.....							34 50					At \$1 50 per day.
Wm. F. Jones, judge advocate.....						30 00					35 00	For three days' services at court-martial on board the Guerriere.
W. K. Lattimer, lieutenant.....											22 00	do
W. H. Gardner, lieutenant.....											4,000 00	For chamber money, at \$2 per week.
Laoni Baldwin, engineer.....												do
												For his salary as engineer for the construction of dry docks, under a contract with the Secretary of the Navy, (S. L. Southard) dated March 28th, 1827, from which time he has been paid at the rate of \$4,000 per annum.
do											204 97	For his board while on public service, at \$2 65 per day.
do											12 87	For postage.
Lott Pool.....											200 34	For surveying timbers for dry dock.
James Jarvis.....											200 00	do
John C. Prentiss, lieutenant.....					75 00							For per diem as witness, at \$1 50.
James Armstrong, lieutenant.....						37 50						do
T. A. Jones, master commandant.....						16 50						do
Isaac Hull, commodore.....						25 50						do
John Calloun, midshipman.....						43 50						do
W. H. McNeil, captain.....						87 00						do
W. H. Homer, lieutenant.....						54 00						do

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at $2\frac{1}{2}$ per cent.	Commission as acting purser at $2\frac{1}{2}$ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial, &c.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
E. Sclermheron, midshipman.....					\$54 00	.....	.....	.....	.....	.....	For per diem as witness, at \$1.50.
H. Paulding, lieutenant.....					54 00	.....	.....	.....	.....	.....	do
C. H. McBlair, midshipman.....					54 00	.....	.....	.....	.....	.....	do
C. H. Davis, midshipman.....					19 50	.....	.....	.....	.....	.....	do
John Bishop, midshipman.....					35 00	.....	.....	.....	.....	.....	do
N. C. Lawrence, midshipman.....					54 00	.....	.....	.....	.....	.....	do
A. Lewis, lieutenant.....					54 00	.....	.....	.....	.....	.....	do
John O. Creighton, captain.....					141 00	.....	.....	.....	.....	.....	For attending as a member of the court, at \$3 per day.
Wm. Birchmoor, surgeon.....				\$45 00	.....	.....	.....	.....	.....	.....	For per diem, at \$1.50.
J. C. Long, lieutenant.....					6 00	.....	.....	.....	.....	\$18 00	For nine weeks' chamber money, surveying public stores, agreeably to a regulation of Secretary Southard, of November, 1826.
L. Pennington, midshipman.....						\$43 50	.....	.....	.....	.....	For per diem, at \$1.50.
S. W. Stockton, midshipman.....						21 00	.....	.....	.....	.....	do
John Calhoun, midshipman.....						15 00	.....	.....	.....	.....	do
Geo. C. Read, captain.....						312 00	.....	.....	.....	.....	Per diem as a member of the board, at \$3; also \$135 for like services in 1827.
Thomas Harris, surgeon.....										400 00	For salary for lecturing on surgery to junior officers, per regulation of Secretary Thompson, May 19, 1823.
Geo. Harrison, navy agent.....										44 00	For transportation of seamen from Philadelphia to Norfolk.
J. Chauncery, captain.....						155 00	.....	.....	.....	.....	Per diem as a member of the board.
Tunis Craven, sup't of magazine.....						78 00	.....	.....	.....	150 00	For one year's salary as superintendent of magazine, and fifty-two days' service as secretary to board of examination, at \$1.50.
Wm. Purcell, engineer.....										180 00	For three months' services as engineer of steam engines.
James Brooks, purser.....						15 00	.....	.....	.....	.....	For services as secretary, at \$1.50 per day.
F. A. Nevill, midshipman.....						85 50	.....	.....	.....	.....	At \$1.50 per day. \$87.50 was paid him for similar services in 1827.
Alexander Gilman, midshipman.....						31 50	.....	.....	.....	.....	At \$1.50 per day.
E. C. Ward, mathematician.....						136 56	.....	.....	.....	.....	For ninety-one days' services as mathematician to the board, and \$66 for like services in 1827.
A. Thompson, midshipman.....				26 00	.....	.....	.....	.....	.....	.....	Per diem as a witness.
John Swartwout, lieutenant.....					40 50	.....	.....	.....	.....	.....	do
John White, lieutenant.....					42 00	.....	.....	.....	.....	.....	At \$1.50 per day.
John Hazlett, surgeon.....				178 50	.....	.....	.....	.....	.....	.....	do
John H. Graham, lieutenant.....				283 50	.....	.....	.....	.....	.....	.....	do
H. J. Auchmuty, midshipman.....				234 00	.....	33 00	.....	.....	.....	.....	For expenses against him for killing a deserter, in self-defense. Allowed by Secretary Southard, December, 1828.
J. F. Salenck, midshipman.....										28 50	For passage from Rio to the United States.
Thomas Task, seaman.....								\$50 00	.....	.....	

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at $2\frac{1}{2}$ per cent.	Commission as acting purser at $2\frac{1}{2}$ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial, &c.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
John Kelly, lieutenant.										\$29 70	For inspecting provisions, &c.
Lewis Heerman, surgeon.										100 00	For traveling from Washington to New Orleans in 1804.
John W. Sherburne, lieutenant.										474 00	For services in fixing site for breakwater, at \$3 per day.
Alexander Claxton, master commandant.										160 00	For cabin furniture.
J. R. Chandler, assistant surgeon.										15 00	For per diem for attending medical board of examination ten days.
B. Washington, surgeon.										132 40	For per diem for eighteen days, at \$1.50, and thirty-five days as a member, at \$3 per day.
John Lacy, contractor.										219 00	For superintending laborers at Key West.
M. F. Thornton, purser.										514 28	For bearing dispatches from Commodore Ridgely to J. R. Poinsett.
John Rodgers, captain.										48 00	For detention in examining navy yard, at \$3 per day.
Lewis Warrington, captain.										30 00	do do do
S. Humphreys, naval contractor.										7 50	do do do
John P. Norfleet.										40 50	For attending twenty-seven days to assist in settling accounts of Captain Jones and Purser Humphreys.
M. P. Mix, lieutenant.										25 71	For chamber money, at \$2 per week.
B. Kennon, lieutenant.										17 14	do do do
C. Cotton.										58 00	do do do
S. H. Stringham, lieutenant.										33 14	do do do
B. S. Dorey.										6 57	do do do
H. W. Bassett, surgeon.										111 00	do do do
A. Mannat, midshipman.										60 00	do do do
C. Morris, captain.					\$141 00					339 00	For examining navy yards, at \$4.50 per day, and \$141 for serving twenty-seven days on court of inquiry, at \$3.
H. W. Ogden, lieutenant.		\$50 00									At \$4 each.
John R. Cox, lieutenant.		40 00									do
E. Cutbush, surgeon.										27 00	For attending medical board eighteen days.
do										43 81	For disbursements for the use of the board, viz: advertising, stationery, room hire, &c.
J. R. Bryan, midshipman.											Per diem as witness, at \$1.50.
Arthur Lewis, midshipman.					15 00						do do
N. M. Howison, midshipman.					12 00						do do
G. P. Uphur, lieutenant.					48 12						do do
U. P. Levy, lieutenant.					45 00						do do
A. Sloan, sergeant marine corps.					64 50						do do
W. H. Kennoe, midshipman.					43 50						do do
S. Caslin, captain.					26 50						do do
					141 00						For attendance as a member, at \$3 per day.

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser at 2½ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial, &c.	Attending board of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.	
Simon Hall.....					\$3 00						Per diem as witness.	
M. T. Woolsey, captain.....										\$39 00	For surveying stores.	
T. M. Randolph, midshipman.....										66 00	For chamber money.	
S. Hambleton, purser.....							\$150 00			25 71	For attending as a member of the board, at \$3 per day.	
do.....										92 70	For attending as a member of the board, at \$3 per day.	
S. H. Stringham, lieutenant.....											For attending as a member of the board, at \$3 per day.	
R. B. Randolph, lieutenant.....										252 00	For attending as a member of the board, at \$3 per day.	
H. Paulding, lieutenant.....										291 00	For attending as a member of the board, at \$3 per day.	
B. S. Doney, sailing-master.....										115 50	For attending as a member of the board, at \$3 per day.	
A. G. Gordon, lieutenant.....										151 65	For attending as a member of the board, at \$3 per day.	
Samuel Mercer, midshipman.....										17 14	For attending as a member of the board, at \$3 per day.	
G. W. Rodgers, captain.....										229 50	For attending as a member of the board, at \$3 per day.	
C. C. E. Thompson, captain.....						\$382 00					For attending as a member of the board, at \$3 per day.	
A. Lewis.....						456 00					For attending as a member of the board, at \$3 per day.	
Wm. Green, midshipman.....						25 50					For attending as a member of the board, at \$3 per day.	
William F. Lynch, midshipman.....						43 50					For attending as a member of the board, at \$3 per day.	
E. B. Boutwell, midshipman.....						60 00					For attending as a member of the board, at \$3 per day.	
W. G. Woolsey, midshipman.....						58 50					For attending as a member of the board, at \$3 per day.	
John Hamilton, midshipman.....						43 50					For attending as a member of the board, at \$3 per day.	
John M. Becker, midshipman.....						43 50					For attending as a member of the board, at \$3 per day.	
A. E. Downes, midshipman.....						43 50					For attending as a member of the board, at \$3 per day.	
Oscar Buttes, midshipman.....						61 50					For attending as a member of the board, at \$3 per day.	
John L. Thomas, midshipman.....						61 50					For attending as a member of the board, at \$3 per day.	
F. C. Taylor.....						48 00					For attending as a member of the board, at \$3 per day.	
John Manning, midshipman.....						40 50					For attending as a member of the board, at \$3 per day.	
H. Westcott, midshipman.....						40 50					For attending as a member of the board, at \$3 per day.	
H. Pinckney, midshipman.....						61 50					For attending as a member of the board, at \$3 per day.	
J. H. Little, midshipman.....						49 50					For attending as a member of the board, at \$3 per day.	
G. P. Usher, midshipman.....						34 50					For attending as a member of the board, at \$3 per day.	
A. A. Harwood, midshipman.....						43 50					For attending as a member of the board, at \$3 per day.	
C. H. Jackson, midshipman.....						43 50					For attending as a member of the board, at \$3 per day.	
Wm. M. Cleary, midshipman.....						43 50					For attending as a member of the board, at \$3 per day.	
C. Ringgold, midshipman.....						60 00					For attending as a member of the board, at \$3 per day.	
S. M. Breckinridge, midshipman.....						63 00					For attending as a member of the board, at \$3 per day.	
John E. Disphan, midshipman.....						40 50					For attending as a member of the board, at \$3 per day.	

C.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser at 2½ per cent.	Recruiting men.	Attending ven- drous.	Attending courts- martial, &c.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
F. B. Ellison, midshipman						\$83 00	.....	.....	.....	.....	For 42 days' attendance, at \$1.50.
H. W. Morris, midshipman						58 50	.....	.....	.....	.....	do
W. C. Whittle, midshipman						33 00	.....	.....	.....	.....	For 22 do
R. H. Morris, midshipman						42 00	.....	.....	.....	.....	For 28 do
W. S. Ogden, midshipman						40 50	.....	.....	.....	.....	For 27 do
J. Cassin, midshipman						42 00	.....	.....	.....	.....	For 28 do
R. D. Thornburn, midshipman						40 50	.....	.....	.....	.....	For 27 do
J. G. Rodgers, midshipman						30 00	.....	.....	.....	.....	For 20 do
Otho Norris, captain	\$342 92	.....	.....	.....	.....	.....	.....	.....	.....	.....	Captain N. had also an allowance of \$166.85 for similar services in 1826.
R. R. McMullen, midshipman						42 00	.....	.....	.....	.....	do
W. P. Pierce, midshipman						15 00	.....	.....	.....	.....	From Callao to Baltimore.
Chas. K. Ruffin, midshipman								\$500 00	.....	.....	For expenses while sick at Lima \$314.50, chamber money at New York \$67.
Wm. Belt, surgeon										\$281 50	By a regulation of the Navy Board, published in 1815, sec. 13, head "Appoint- ments."
David R. Stewart									\$194 70	.....	For attendance as a member, at \$3 per day.
A. S. Wadsworth, captain					141 00	.....	.....	.....	.....	.....	For extra services at Thompson's Island in 1824, by authority of Com. Porter.
F. A. Browne, captain's clerk										142 00	For extra pay as lieutenant commanding at Key West in 1825; allowed by
Jas. McIntosh, lieutenant										91 20	S. L. Southard, Secretary of the Navy.
Fred. Lewis, agent										253 89	For salary and traveling expenses, at \$400 per annum, as assistant to U. S. agent for recaptured Africans; allowed by S. L. Southard, Secretary of the Navy.
Aug. Ford, sailingmaster										320 64	For house rent, wood, &c., at Sackett's Harbor; by authority of Secretary Southard's order in 1824.
John B. Cox, lieutenant										322 75	For expenses incurred in libeling British ship James Mitchell for salvage; allowed by S. L. Southard.
Wm. S. Ogden, midshipman								100 00	.....	.....	From Gibraltar to the United States.
J. Hodges, (dec.) boat builder										501 22	For wages and trade goods, per account; allowed under the act for the pro- hibition of the slave trade.
James T. Homans, lieutenant								150 00	.....	.....	From Buenos Ayres to the United States.
do											For acting as lieutenant on board the Boston.
Joseph R. Blake, lieutenant									314 20	.....	For services as judge advocate in 1827; allowed by Secretary Southard, March 25, 1828.
R. S. Cox, judge advocate					3,000 00	.....	.....	.....	397 80	.....	Between captain and master commandant, commanding the Washington from July 17, 1820, to December 31, 1823.
J. B. Nicholson, master commandant									2,693 00	.....	

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser at 2½ per cent.	Recruiting men.	Attending tender- vessels.	Attending courts- martial, &c.	Attending board of midshipmen.	Paying mechanics and laborers.	Passage from for- eign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
Arthur Lewis, lieutenant.....									\$419 00	\$9 76	For expenses at sick quarters over his pay and rations; by order of Secretary Thompson, November, 1821.
John Bubier, lieutenant.....										75 00	For taking depositions in the case of Lieut. Percival, in 1827; by order of Secretary Southard.
Wm. C. Aylwin, agent.....										593 96	For wood, house rent, and candles; by order of Secretary Southard, June, 1824.
Robert Henley, captain.....									397 80	157 50	For examining navy yards, at \$4.50; by order of the President of the United States, under the act for the improvement of the navy.
Chas. H. Jackson, lieutenant.....										20 00	Paid for transportation of seamen in 1813.
Wm. Bainbridge, captain.....										700 00	For the use of his mortising machine at navy yards; allowed by order of Navy Board.
C. C. Russell, late midshipman.....											
John McClintock.....									26 50	123 00	For per diem while engaged in ordnance duties, at \$3; per order Navy Com-missioners.
Geo. P. Upshur, lieutenant.....					\$141 00						For per diem at \$1.50.
A. S. Wadsworth, captain.....						\$43 50					
T. G. Frenham, lieutenant.....										1,350 00	For bounty on fifty-four Africans imported in the Spanish vessel Ramirez; rejected in 1827 on the ground that the act of March 3, 1819, prohibiting the slave trade, excluded captures in foreign vessels; allowed by Secretary Southard April 14, 1828.
Isaac Channney, captain.....					13 00	543 00				362 50	For per diem examining navy yards in 1827 and 1828, at \$4.50, and \$3 per day attending court-martial and board of examination.
do.....										228 06	For postage on public letters and ferriages from 1825 to 1828, inclusive.
do.....										211 99	For costs and other expenses in defending a suit against him in 1827, on be-half of the United States; allowed by Secretary Southard.
Edward Cutbush, surgeon.....										400 00	For one year's salary as superintendent of medical supplies, by Executive authority, from 1806.
John Fitzhugh, acting surgeon.....										11 04	For passage from Valparaiso and expenses at sick quarters.
S. Miller, lieutenant-colonel marine corps.....								\$200 00		39 00	For thirteen days' services in examining papers and accounts of R. M. Desha, at Philadelphia.
Francis Sanderson.....										25 78	For proving cables and attending survey of public stores at New York.
W. A. C. Farragut, lieutenant.....										175 50	For extra services at Thompson's Island, selling public buildings, in 1826, by order of Com. Warrington.

C.—Statement of allowances.—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser at 2½ per cent.	Recruiting men.	Attending tenders.	Attending courts-martial, &c.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
Amos Davis, contractor.										\$226 19	For extra work and materials at the Navy yard, Charlestown, Mass.; allowed by S. L. Southard, Secretary of the Navy.
R. J. Todd, surgeon's mate.									\$137 00		Additional pay allowed to surgeons' mates, by regulations of the Secretary of the Navy.
J. Dorsey, late surgeon's mate.									60 00		Additional pay allowed to surgeons' mates, by regulations of the Secretary of the Navy.
W. S. W. Ruschenber, late surg. mate.										328 50	For board, &c., at Valparaiso and Lima, at \$1.50 per day; approved by T. Ap C. Jones, and allowed by the Secretary of the Navy.
George D. Brewerton, lt. marines, (dec.)										68 12	For expenses while sick, and funeral at Callao in 1827.
S. T. Anderson, clerk.										1,328 12	For clerk hire, \$766.67; expenses at Washington, settling accounts, \$546.45; and \$15 for passage from New Orleans to Pensacola.
T. Williamson, surgeon.										200 00	For one year's salary for taking care of medicines, &c., at Navy hospital, Gosport.
Philip Maxwell, doctor.										11 00	For medicines and attendance on sick at Sackett's Harbor.
And. H. Foot, midshipman.						\$20 00					For per diem.
John Pickering, judge advocate.										870 00	For services as judge advocate on the trial of Lieut. Persival at Boston in 1828, \$750; clerk hire, \$120.
George Adams, midshipman.									265 83		As acting lieutenant on board the Grampus, from November 11, 1825, to June 28, 1826.
Elanathan Judson, surgeon.										356 00	For expenses while sick, over his pay, &c.; allowed by the Secretary of the Navy.
Thomas Harris, surgeon.										400 00	For expenditures in lecturing junior medical officers at Philadelphia; authorized by S. Thompson, Secretary, May 19, 1823.
Samuel Jackson, surgeon.										103 33	For expenses while sick at Gibraltar, over his pay, &c.
G. S. Oldfield.										280 80	For a chain cable for the use of the captured Africans at Liberia; allowed by Secretary Southard out of the fund for the prohibition of the slave trade.
Isaiah Mankin.										204 00	For transportation of thirty-three seamen from Baltimore to Norfolk.
John Chaffer, paymaster.										45 86	Paid E. Tobey for inspecting pistols.
Daniel Cameron, midshipman.											From Callao to United States.
A. Bigelow, lieutenant.											From Rio to Washington.
R. Sumner, Jr., midshipman.											From Gibraltar to United States.
Jott S. Paine, lieutenant.										601 86	For extra allowance as lieutenant commanding at Key West; by order of Secretary Southard.
Wm. E. Sheffield, late gunner.										125 37	For house rent, &c., at New Orleans in 1824; approved by Com. Patterson.
Joseph R. Jarvis, lieutenant.										166 50	For surveying harbors in 1817, at \$1.50 per day; certified by Captain Wadsworth.

G.—Statement of allowances.—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser, at 2½ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial, &c.	Attending board of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
J. McQuester, ordinary seaman										\$49 50	For extra allowance while at Key West; allowed under 21st article regulations of the navy.
J. Laurie, pres. Col. Society										150 00	For medical services, by Lott Carey, at Liberia, three years; allowed by Secretary Southard.
W. D. Ackers, ag't of timber, E. Flor.										1,135 93	For traveling expenses examining timber, \$525.93; per diem, \$612, at \$4 per day. Mr. Ackers was appointed by the President of the United States on the 10th of April, 1828, under the act for the improvement of the navy.
John Hazlett, surgeon				\$115 50							For medical attendance.
W. L. Gordon, master commandant										19 50	For expenses at sick quarters, over his pay, &c.
D. T. Patterson, captain									\$730 00		For extra rations as captain of the fleet in the Mediterranean, from October, 1824, to October, 1825; allowed by T. Watkins, Fourth Auditor, on the verbal order of Secretary Southard.
T. S. Wayne, late midshipman								\$46 00			From Havana to Charleston.
J. R. Chandler, surgeon & mate										46 50	For additional pay while performing the duties of surgeon.
	\$2,918 28	\$2,267 42	\$985 25	\$2,065 99	\$5,741 50	\$5,161 50	\$7,550 00	\$1,756 70	\$5,637 83	\$20,500 92	

G.—Statement of allowances—Continued.

Names and rank.	Travelling ex- penses.	Postage on public letters.	Stationery.	Horse and chaise hire.	Paying mechan- ics, at 2½ per cent.	Truckage, &c.	Detention selling accounts, at \$6 per day.	Clerk hire (extra.)	Commissions pur- chasing supplies at 2½ per cent.	Miscellaneous.	Remarks.
Amos Blinney, late navy ag't at Boston,	.....	.....	.....	.....	.....	.....	.....	.....	.....	\$1,406 58	For interest on advances on account of certain public vessels, from 1812 to 1816, inclusive; allowed in 1828.
do	.....	.....	\$29 82	.....	.....	.....	.....	.....	.....	16,936 31	For interest on money borrowed for the naval service, from January, 1812, to September, 1816.
do	\$130 80	\$115 00	884 09	\$929 08	\$1,126 04	\$1,487 08	\$726 00	\$1,395 83	\$3,739 48	12,757 36	For interest on the same up to 1828, when these accounts were allowed by Secretary Southard.
do (in 1825.)	147 00	.....	.....	.....	.....	.....	228 00	.....	311 85	175 22	For commission of 2½ per cent. on the collection of \$7,009.22, due from the estate of R. Parrott, deceased; allowed by Secretary Southard.
do	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,598 25	For commissions for purchasing supplies for other stations, at 2½ per cent.; allowed by Secretary Southard.
do	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,052 18	For commissions at ¼ per cent., and extra endorsing \$1,626,574 Treasury notes received as cash from the Treasury; allowed by Secretary Southard.
Deduct allowances prior to 1828, ...	\$177 80	\$115 00	\$913 91	\$929 08	\$1,126 04	\$1,487 08	\$534 00	\$1,395 83	\$4,051 33	\$41,825 90	
Total allowed in 1828	147 00	.....	.....	.....	.....	.....	228 00	.....	311 85	10,825 65	
	\$130 80	\$115 00	\$913 91	\$929 08	\$1,126 04	\$1,487 08	\$726 00	\$1,395 83	\$3,739 48	\$31,000 25	

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser at 2½ per cent.	Recruiting men.	Attending tender-boys.	Attending courts-martial.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
Isaac Garrison, purser.....							\$2,450 00			\$3 00	Per diem, settling accounts, at \$1.50.
A. P. Durrigh, purser.....											At \$600 per annum for disbursements in 1822, 1823, 1824, and 1825; allowed by T. Watkins, in February, 1829.
do										1,200 00	For services as acting navy storekeeper, from June, 1826, to August, 1828; approved by Secretary Southard.
do	\$2,851 00									72 00	For per diem, settling accounts.
Chas. O. Handy, purser.....							270 00				Allowed March 9, 1829, by T. Watkins.
John Percival, lieutenant.....										70 50	Per diem, settling accounts, at \$1.50.
B. Ritchie, lieutenant.....										13 14	For chamber money, at \$2 per week.
J. B. Montgomery, lieutenant.....										186 85	do
A. Ashmun, agent.....											From Liberia to the United States.
Wm. C. Cutts, midshipman.....								\$150 00		60 00	For surveying in Beaufort, S. C., harbor; allowed by Secretary Southard.
Isaac Mayo, lieutenant.....										49 50	For medical attendance, board, &c., while sick; allowed by T. Watkins.
Richard Barry.....										10 50	For recording proceedings of court of inquiry; allowed by T. Watkins.
J. W. Steelburne, lieutenant.....										10 50	For per diem while settling accounts; allowed by T. Watkins.
Lewis Warrington, captain.....										60 00	For twenty days' detention examining navy yards; allowed by T. Watkins.
Joseph Wilson, purser.....							533 24			3 00	The last item for settling accounts; allowed by T. Watkins, January 19.
J. W. Sherburne.....										673 00	For surveying harbors; allowed by T. Watkins.
John Percival, lieutenant.....										1,417 00	Of which \$1,250 was allowed for loss on a bill of exchange, drawn at Woolbo in 1826, on the Secretary of the Navy, for \$5,000; the balance for presents to the chiefs of the Mulgrave Islands; allowed January 3, 1829.
Lewis Heerman, surgeon.....										290 38	\$100 for his compensation as president of the board of naval surgeons, at \$3 per day, convened at Philadelphia in 1828, and \$130.38 for necessary expenses.
Alex. Cunningham, sailingmaster.....										108 00	For extra services, surveying the coast in 1817, at \$1.50 per day.
Thomp. D. Shaw, midshipman.....						\$24 00					For per diem.
Ed. Cutbush, surgeon.....										100 00	For three months' salary as superintendent of medical supplies.
Hyde Ray.....										114 00	For attendance at the medical board at Philadelphia, in 1828, at \$3 per day.
H. E. Ballard, captain.....						72 00					For per diem as member of the board, at \$3.
Wm. Bainbridge, captain.....										157 50	For per diem as commissioner of navy yards, at \$4.50.
Charles Morris.....										189 00	do
S. A. Elliott, contractor.....										463 56	For 1,750 copies of the Naval Register.
John Rodgers, captain.....										1,075 50	For per diem as commissioner in the creation of a breakwater near the mouth of the Delaware. His compensation was at the rate of \$4.50 per day. By order of Secretary Southard.
Augustus Ford, quartermaster.....										80 16	For house rent, wood, &c., two months, at Sackett's Harbor.

G.—Statement of allowance.—Continued.

Names and rank.	Commission on drawing bills at $\frac{2}{3}$ per cent.	Commission as acting purser at $\frac{2}{3}$ per cent.	Recruiting men.	Attending tender-vouss.	Attending court-martials.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
A. J. D. Brown, lieutenant.....				\$138 00						Per diem.	
Ch. Chase, surgeon.....				112 50						do	
Frank Ellery, lieutenant.....				133 00						do	
L. L. Spillman, late midshipman.....								\$45 00		From Port Mahon to United States.	
James W. Muse, late captain's clerk..								45 00		do	
John H. Conkling, master.....								650 00		For sundry seamen from Port Mahon to Baltimore.	
Proprietors Dispatch line.....										For transportation of seamen.	
Stockett & Stokes.....										\$136 00	
George Siroston, surgeon.....										125 00	
H. S. Coulter, assistant surgeon.....				13 50						12 00	For per diem as a member of the board of surgeons, Philadelphia.
S. B. Wilson, lieutenant.....				219 00						Per diem, at \$1.50.	
Peter Goshell.....										do	
Ritzallen Dean, midshipman.....										15 00	For rent of rendezvous.
Tunis Craven, sup. mag.....						\$34 50				For per diem.	
Wm. E. Hunt, midshipman.....								120 00		For one year's salary as superintendent magazine.	
Francois Sanderson.....				397 50				65 00		From Smyrna to New York.	
John Haslett, surgeon.....				395 50						From Marseilles to New York.	
H. J. Anchmuty, lieutenant.....				381 50						For per diem.	
J. H. Graham, lieutenant.....				34 50						do	
Samuel F. Dupont, lieutenant.....								200 00		do	
A. J. D. Brown, lieutenant.....								90 00		For his passage and expenses from Rio, as bearer of dispatches.	
Ebenezer Farrand, midshipman.....										From Cadix to the United States, and also from Port Mahon.	
Edward C. Ward, mathematical exam.....				\$140 00		109 50				Per diem, as mathematical examiner, at \$1.50.	
C. D. Sackett, judge advocate.....										For fourteen days' services as judge advocate.	
R. P. Macomber, assistant surgeon.....										Per diem while attending examination at the medical board.	
C. W. Chauncey, midshipman.....						34 50				do	
J. J. Glasco, midshipman.....								101 50		do	
Ebenezer Farrand, midshipman.....						37 50				From Gibraltar to the United States.	
H. E. V. Robinson, midshipman.....						27 00				Per diem.	
W. Strickland, architect.....										do	
Geo. Strickland, clerk.....										For one year's salary as architect for the Naval asylum at Philadelphia, per contract with Secretary Southard in 1827.	
James Rudder, agent.....										500 00	For one year's salary as his clerk, per contract with Secretary Southard in 1827.
Haire & Cornell, agents.....										416 67	For five months' service, at \$1,000 per annum, as agent for the commissioners navy hospital fund at Norfolk.
										3,705 00	For services at \$5 p. day, making examinations and surveys in W. Florida, from Jan. 1, 1828, to Jan. 12, 1830, per agreement with Sec. Southard in 1827.

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser at 2½ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial, &c.	Attending board of midshipmen for examination	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
Th. F. Cornell, agent										\$75 00	For traveling expenses from St. Augustine to Pensacola.
Chas. C. Biddle, agent										995 37	For clerk hire, office rent, &c., as agent for Delaware breakwater, from September 1, 1828, to April 8, 1829, at \$1,000 a year, same as allowed to navy agents.
do										113 29	For commissions, one per cent., on disbursements; allowed by Secretary Southard in 1828.
Wm. D. Aiken, agent										1,888 15	For expenses in examining timber in East Florida, \$656.15; per diem, 308 days at \$4, \$1,232; allowed by Secretary Southard in 1825.
Geo. C. Read, captain						\$75 00					For per diem as a member, at \$3.
Geo. W. Rodgers, captain						129 00					do
Ch. H. Duryce, passed midshipman						138 00					do
Ed. H. Hubbard, midshipman						156 00					do
Jerome Catlen, passed midshipman						148 50					do
Wm. R. Lyne, midshipman						154 50					do
Henry Hoff, midshipman						154 50					do
R. L. Browning, midshipman						45 50					do
Peter Turner, midshipman						165 50					do
Wm. Smith, midshipman						138 50					do
William D. Potter, midshipman						148 50					do
H. K. Thatcher, midshipman						150 00					do
Philander F. Carey, midshipman						151 50					do
C. M. Armstrong, midshipman						148 50					do
Jas. H. Rowan, midshipman						160 50					do
John Ingersoll, midshipman						153 00					do
Charles H. Davis, midshipman						138 00					do
James H. Ward, midshipman						138 00					do
Wm. H. Noland, midshipman						165 00					do
Sam. Munn, passed midshipman						134 00					do
John A. Davis, passed midshipman						138 00					do
Murray Mason, passed midshipman						135 00					do
C. R. Brown, captain marine corps										375 00	For performing the duties of quartermaster in the Mediterranean from May 1, 1825, to May 31, 1829, at \$15 per month; allowed by Secretary Southard.
Aug. Fort, sailingmaster										399 55	For ten months' allowance for house rent, wood, candles, &c., at Sackett's Harbor.
Robert B. Edes								\$100 00			For passage of five men from Smyrna to Boston.
Charles T. Platt, lieutenant								206 00			From Port Mahon to the United States and from New Orleans to New York.

G—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at $2\frac{1}{2}$ per cent.	Commission as acting purser at $2\frac{1}{2}$ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial.	Attending board of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
Lewis Warrington, Navy Commissioner.										\$21 00	For seven days' detention at Norfolk.
John H. Maguire.....										36 00	For copying proceedings of a court-martial in Washington.
John Denny, assistant surgeon.....											From Smyrna to Boston.
Stephen Thatcher.....								\$200 00	.....	.....	For passage of four seamen.
H. I. Gasdicke, midshipman.....								100 00	.....	.....	From Gibraltar to New York.
John H. Bryan, midshipman.....								100 00	.....	.....	do
Charles Ingles.....								140 00	.....	.....	For passage of seven seamen from Smyrna to Boston.
Thomas Finley, marshal.....								87 50	.....	.....	For passage of two Africans from Mobile to Baltimore.
William C. Homes, midshipman.....								100 00	.....	.....	From Gibraltar to New York.
Charles Gaunt, lieutenant.....								80 00	.....	.....	From Port Mahon to the United States.
John W. Grier, chaplain.....								80 00	.....	.....	do
George Marshall, gunner.....										83 83	For servant, horse rent, wood, and candles, for three months and ten days.
John Williams.....								60 00	.....	.....	For passage of three seamen from Smyrna to Boston.
Gid. White, Jr., assistant surgeon.....								80 00	.....	.....	From Port Mahon to Baltimore.
Benj. W. Boothie (dec.), master com'd't.....										312 50	For difference of pay, &c., and expenses at sick quarters, and passage from Gibraltar for self and attendants.
Thomas R. Gedney, lieutenant.....								80 00	.....	.....	From Port Mahon to Baltimore.
John R. Goldsborough, midshipman.....								80 00	.....	.....	do
Gordon C. Ashton, midshipman.....								120 00	.....	.....	From Smyrna to the United States.
Thomas Harris, surgeon.....										402 02	For expenditures as lecturer to junior medical officers of the navy, from July 1828, to June 29, 1829.
John Chadce.....								106 70	.....	.....	For inspecting pistols for the use of the navy.
A. B. Fairfax, midshipman.....								120 00	.....	.....	From Smyrna to New York.
John T. Jenkins, midshipman.....								120 00	.....	.....	do
Thomas Williamson, surgeon.....										100 00	For taking care of medicines, &c., at Geopert, six months.
Lawrence Rousseau, master commandant.....										1,029 37	For traveling, and other expenses, from New Orleans to the Pacific, to take command of the schooner Dolphin, under orders of the Secretary of the Navy, dated July 22, 1827.
Edmund F. Brown.....										104 11	For services, settling the accounts of Wm. Strickland, architect and superintendent of Navy asylum at Philadelphia; allowed by commissioners navy hospital fund.
Ed. Cuthbush, surgeon.....										44 14	For one month and ten days' superintendence of medical stores.
H. M. Breckinridge, capt. L. O. P.....										1,855 53	For salary and expenditures at U. S. live oak plantation, Florida; by authority of the President of the United States, under the "Act for the improvement of the navy," sec. 3d, passed March 3, 1827.
H. M. Breckinridge, capt. L. O. P.....										1,608 76	From Port Mahon to the United States.
Thomas Crabb, lieutenant.....								120 00	.....	.....	

C.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser, at 2½ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial.	Attending board for examination of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
William Pinckney, collector.....										\$111 25	For subsistence and medical services for an African slave, landed at Key West from a Mexican brig, and seized by him; allowed under the act for the prohibition of the slave trade.
John Rodgers, captain.....										130 50	For detention at Pensacola, &c., selecting site for hospital.
William S. Blake, lieutenant.....								\$50 00			From Pensacola to Norfolk.
Stephen Johnson, midshipman.....								120 00			From Port Mahon to New York.
Samuel Holson, ordinary seaman.....								30 00			From Rio to New York.
Henry Bell, midshipman.....								100 00	\$153 25		From Pensacola, via New Orleans, to New York, and difference of pay between midshipman and lieutenant on board the Grampus.
William Howell & Son.....								935 32			For passage of one midshipman and fourteen seamen from Rio to New York, and advances to seamen.
William H. Campbell, lieutenant.....										400 00	Allowed by Secretary of the Navy for his traveling expenses, &c., from the Pacific, across the Isthmus of Darien, bearing dispatches from Com. Hull, in 1824.
C. H. A. H. Kennedy, midshipman.....								100 00		203 05	From Gibraltar to the United States.
John Holse, hospital surgeon.....											Allowed by the Secretary of the Navy for services as purveyor of medicines, &c., at \$200 per annum.
Henry K. Loring.....											For passage of three seamen from Smyrna to United States.
George W. Wallace, lieutenant.....								60 00			From Rio to New York.
George R. Blake, lieutenant.....								120 00			do
William Howell & Son.....								120 00			For passage of Midshipman Smith from Rio to Baltimore.
Archibald H. Campbell, late purser.....								50 00			From Havana to Baltimore.
Abraham Johnson, seaman.....											From Smyrna to Boston.
James Ranney, master commandant.....								140 00	196 08		For passage from Havre to United States, and difference of pay, &c.
L. Boodle, adm'x of Capt. Boodle, dec.....										200 00	Allowed by the Secretary of the Navy, on recommendation of Navy Commissioners, for the use of a shroud and channel screw, invented by the late Captain Boodle.
John T. Jenkins, midshipman.....									250 14		Between midshipman and acting lieutenant, from July 17 to December 5, 1828.
William L. Gordon, captain.....									198 08		Between master commandant and captain, while in command of the Charleston station, three months and four days.
James E. Glenworth, midshipman.....								120 00		196 14	For expenses while sick, and passage from Callao.
C. W. Goldborough, surgeon.....										30 00	For ten days' detention.
Mordecai Morgan, surgeon.....											Allowed by the Secretary of the Navy, as senior marine officer in the Pacific, for issuing clothing to the squadron, at \$15 per month.
Chas. C. Tupper, lieutenant marine corps.....										201 50	From Gibraltar to New York.
George Briard.....								100 00			From Gibraltar to New York.
R. Semmes, Jr.....									133 46		Between a lieutenant and midshipman on board prize schooner Federal.

G.—Statement of allowances—Continued.

Names and rank.	Commission on drawing bills at 2½ per cent.	Commission as acting purser, at 2½ per cent.	Recruiting men.	Attending rendezvous.	Attending courts-martial.	Attending board of midshipmen.	Paying mechanics and laborers.	Passage from foreign ports.	Difference of pay and rations.	Miscellaneous.	Remarks.
Robert Johnston, quartermaster.											From Valparaiso to United States.
Daniel P. Patterson, captain.								\$60 00	\$387 00		For detention at Pensacola, New Orleans, Boston, and New York.
James Page, surgeon.										\$435 67	For increased pay, &c., under the act of May 24, 1828; allowed by advice of the Attorney General.
Isaac Chauncey, captain.						\$27 00	\$129 40			119 89	For postage on public letters.
Isaac Hull, captain.						45 00				116 00	For expenses of John Etheridge, (secretary,) at Washington, while settling accounts.
John A. Kearney, surgeon.								100 00			From Gibraltar to the United States.
James T. Homans, lieutenant.										46 50	For attending the annual survey of stores at the Navy yard, Washington, thirty-one days.
Charles G. Hunter, midshipman.								100 00			From Gibraltar to the United States.
Joseph R. Jarvis, midshipman.								60 00			From Gibraltar to Boston.
Samuel Baker.								40 00			For passage of John Sears, (loyal,) from the Pacific to Boston.
Beekman V. Hoffman, captain.									186 16		Between master commandant and captain, while in command of the Macedonian.
Henry Rich.								40 00			For passage of two quartermasters from Smyrna to Boston.
Charles Bulfinch.										110 00	For eleven days' services inspecting Navy hospital at Portsmouth; allowed by commissioners navy hospital fund.
H. M. Breckenridge, sup't. L. O. P.										1,637 35	For expenditures at live oak plantation, Florida, and including his salary for the quarter ending October 18, 1829.
John A. Conklin.								60 00			For passage of three seamen from the Mediterranean to Baltimore.
Charles W. Morgan, captain.									1,489 84		Between a master commandant and a captain, eighteen months and eight days.
Seth F. Sprague.								140 00			For the passage of seven seamen from the Bay of Chisme to Boston.
	\$81 91	\$173 14	\$395 15	\$8,261 70	\$272 00	\$4,019 00	\$6,315 32	\$2,076 01		\$25,711 52	

Recapitulation.

	1828.	1829. To March 21.	1829. From March 21.	Total amount in 1829.
Commission on drawing bills.....	\$2,918 28	\$2,831 00	\$81 91	\$2,912 91
Commission as acting purser.....	2,267 42		173 14	173 14
Recruiting men.....	985 25		395 15	395 15
Attending rendezvous.....	2,085 99		5,261 70	5,261 70
Attending courts-martial.....	5,741 50	111 00	272 00	383 00
Attending examination of midshipmen.....	5,161 50	352 50	4,019 00	4,371 50
Paying mechanics, &c.....	7,950 00	3,253 34		3,253 34
Passage for foreign ports.....	1,796 70	1,032 50	6,315 32	7,347 82
Difference of pay, &c.....	5,637 33		2,976 01	2,976 01
Miscellaneous.....	30,360 92	10,501 39	25,711 52	36,212 91
Amos Binney.....	41,564 07			
Traveling expenses.....	37,888 58		23,205 70	23,205 70
	\$144,358 02	\$18,081 73	\$68,411 45 18,081 73 \$86,493 18	\$86,493 18

EXPLANATIONS.

The following details are annexed, to explain some of the allowances in the foregoing table, but more particularly to illustrate the course which has been pursued in the accounting offices for the Navy Department, together with the effects of taking precedent for law, and considering an appropriation, however obtained, sufficient authority for expending the public money:

Case of Allen & Leonard.

In January, 1815, Messrs. Allen & Leonard entered into a contract with Commodore Chauncey, acting for the Navy Department, to deliver 40,000 gallons of "good whiskey" at Sackett's Harbor, at 90 cents per gallon, and the original cost of the casks.

They proceeded to deliver upwards of 6,000 gallons at Sackett's Harbor, agreeably to contract. They then received notice that, in consequence of the peace, no more would be received at that place.

Upon the peace, the price of whiskey fell about 30 per cent., and the contractors were anxious to fulfill their contracts.

Under date of March 10, 1815, Commodore Chauncey wrote a letter to the Navy Department, of which the following is an extract:

"The contractors complain that they will suffer great loss, because they have laid in the quantity of grain which would be required to complete the contract, besides having given bonds to the United States for the whole amount of duties. They, however, offer to deliver the whiskey at New York, instead of Sackett's Harbor, and the contractors for shot, iron, ballast, beef and pork, have made the same offer; and as all those articles will be required at New York, it would save much litigation to allow those people to complete their contracts, and deliver at New York, instead of Sackett's Harbor."

To this the Secretary of the Navy, under date of 29th March, 1815, wrote as follows:

"You will accept the proposals of the contractors to deliver the whiskey, provisions, shot, &c., at New York, instead of Sackett's Harbor."

In reply, Commodore Chauncey wrote, under date of 14th April, 1815, as follows:

"I have wrote to all the people which we were under contract with for provisions, shot, ballast, and whiskey, that you had authorized me to accept their proposals to deliver the articles at New York, instead of Sackett's Harbor, and have directed them to commence immediately delivering to the navy storekeeper, New York."

Messrs. Allen & Leonard proceeded to deliver, at New York, 33,328½ gallons of whiskey, for which they were paid 90 cents per gallon, and the cost of the casks. No claim was advanced by them at that time for any extra allowances in consequence of the change of contract.

In 1819, however, through David B. Ogden, a member of Congress, they presented a claim to the Secretary of the Navy for the cost of transportation, which, they say in their letter to Mr. Ogden, was "about \$3,500."

The Secretary made inquiry of Commodore Chauncey, and received a letter in reply, dated 18th —, 1819, of which the following is an extract:

"I made an arrangement with Messrs. J. H. & S. Leonard, and others, to deliver the whiskey at New York, instead of Sackett's Harbor. I have no documents with me to show what that arrangement was; but I am confident it was such as was satisfactory to the contractors at the time, and that no allowance for transportation was either promised or expected."

On the same day the Secretary wrote to Mr. Ogden, as follows: "I have the honor to enclose, herewith, a copy of a letter from Commodore Chauncey, in relation to the claims of Messrs. J. H. & S. Leonard, from which it appears that there is nothing due to those gentlemen."

In 1822, they presented their claims, by petition, to the House of Representatives. They were now increased, and were composed of the following items, viz:

To difference in expense between transporting 33,328½ gallons of whiskey from Lewis county, New York, to the city of New York, and to Sackett's Harbor, 270 miles, at 13 cents per gallon.....	\$4,332 67
Extra loss sustained by leakage, &c., at 1 cent	333 28
Extra expense attending the delivery of whiskey in New York, &c.....	750 00
	\$5,415 95

Here was an increase in the transportation, from 1819 up to 1822, of more than \$800; and two new charges appeared, not before thought of, amounting to \$1,083.28. The claim was accompanied by an affidavit of James H. Leonard and Samuel Allen, in which they swear that "the above amount is now justly due to these deponents, and that the charges are moderate and reasonable," &c. Neither in this affidavit, nor in those that accompany it, nor in the petition to Congress, is there the slightest mention, allusion, or hint, tending to indicate that any loss had been sustained in consequence of the difference in the manner of *proving* "good whiskey" at Sackett's Harbor and New York.

On the 25th of March, 1822, the petition and papers were referred to the Committee on Claims, but I do not discover that they acted on it at that session.

At the next session these claims were again presented, and referred to the Committee on Claims. That committee applied to Commodore Chauncey for information; and, in his reply, dated 15th January, 1823, he says:

"That I accordingly entered into such arrangements [to deliver in New York instead of Sackett's Harbor], which were the more readily assented to, on the part of the contractors, as whiskey had fallen about 30 per cent., although I believe it rose again, before the deliveries were completed, to about 10 per cent. above the contract price.

"That Messrs. Allen & Leonard agreed to deliver at New York, instead of Sackett's Harbor, at the original contract price, say 90 cents per gallon.

"That Messrs. J. Mappa & Co. agreed to deliver at New York, at two cents per gallon less than their original contract price, say 88 cents."

With all Messrs. Allen & Leonard's affidavits and certificates before them, asserting that they expected extra compensation, &c., on the 16th of January, 1823, they reported against the claim. In conclusion, they say:

"We invite the attention of the House to the documents received from the Navy Department, in relation to this claim, which, in the estimation of the committee, go to disprove the validity of the demand set up by the petitioners."

The report was laid on the table.

The papers were again presented at the next session, and on the 23d of January, 1824, the Committee on Claims reported against them; and the report was laid on the table.

Nothing further seems to have been heard from these claimants until January, 1828, when they presented the *third edition* of their account to the Secretary of the Navy, revised and corrected, as follows:

For difference of transportation of 33,328½ gallons of whiskey, &c.....	\$4,332 67
For expenses attending delivery, &c.....	750 00
For leakage, &c.....	499 92
For the difference between common glass-proof whiskey, at which it was to have been received at Sackett's Harbor, and hydrometer-proof, which was required at New York, which is 15 per cent., and amounts to 4,999 gallons. Contract price, 90 cents. Extra charge for transportation, as in item No. 1, 19 cents	5,448 91
	\$11,031 50

So, the amount of \$5,415.95, which was sworn to be justly due in 1822, had increased, in 1828, to \$11,031.50. The item of leakage had increased from \$333.28 to \$499.92, and a new item for difference of proof, never before heard of, made its appearance.

Resort was again had to Commodore Chauncey for information. In a letter from him to a member of Congress, dated 7th January, 1828, he says:

"My impression is, that the whiskey which was to have been delivered at Sackett's Harbor, was to have been *good first proof*."

In a reply to a letter from Mr. Allen, he says, on the 17th of the same month:

"My understanding of the contract with the Messrs. Leonards and yourself, for the whiskey to be delivered at Sackett's Harbor, is, that it was to have been *good, first proof* whiskey. How the proof was to have been ascertained, was left to the officers whose duty it was to inspect and receive it. *There was no other change made in the contract, than substituting New York for Sackett's Harbor, as the place of delivery. The quality and quantity of the article was to be the same.*"

The subject was referred, by the Secretary, to the Fourth Auditor, who, on the 2d February, 1828, made a report, strongly recommending the allowance of the whole claim.

On the 26th of February, the Secretary wrote to the Fourth Auditor, directing the allowance of the new item. An account was accordingly stated, as follows:

For 4,999 gallons of whiskey, delivered at New York, at 90 cents per gallon	\$4,999 10
Allowance for casks, per contract, at 3 cents per gallon	149 97
	\$4,649 07

On the same day this sum was paid out of the Treasury, and charged to "Provisions."

The Secretary continued: "So far as I have been able to examine the other items, they seem to have an equitable claim for damages; but as I do not consider the power of the Department so far as to make the allowance of those damages, especially after the claim for them has been submitted to Congress, I do not, therefore, allow these items."

The claimants immediately petitioned Congress once more for the balance. On the 29th of April the Committee on Claims reported that they had had the petition under consideration, and believe that no legislation is necessary in this case. *If the petitioners have any claim, it can be adjusted at the proper department.*

"Resolved, That the Committee on Claims be discharged from the further consideration of the petition of Allen & Leonard, and the documents accompanying the same, and that they have leave to withdraw their papers."

This report and resolution were adopted.

The petition and papers were immediately taken to the Navy Department. On the 30th April the Secretary addressed a letter to the Fourth Auditor, in which he said:

"I consider the resolution as authorizing and directing a settlement of the claim. It is, therefore, referred to you to state and settle, upon the evidence and vouchers, the amount justly due on their account. When a settlement is made, a requisition will issue for the amount."

The amount was accordingly taken up. The item of expense attending delivery was increased from \$750 to \$891.10, by adding \$141.10 for the 4,999 additional gallons paid for by the Secretary in 1828; and, by the same rule, the leakage was increased from \$499.92 to \$517.41. There were also allowed 13 cents per gallon for extra transportation on the same 4,999 gallons; so that the items allowed were as follows:

Extra transportation on 33,328 $\frac{1}{4}$ gallons	\$4,332 67
Extra transportation on 4,999 gallons ..	649 87
Extra expense of delivering 38,327 $\frac{1}{4}$ gallons.....	891 10
Leakage of 38,327 $\frac{1}{4}$ gallons.....	517 41
	\$6,391 05

Some delay occurred in consequence of Mr. Allen having no power from the Messrs. Leonards to receive their portion of the money; but, on the 1st July, 1828, this difficulty was overcome, and an account was stated in the following words:

"For expenses of transportation, storage, and leakage on 38,327 $\frac{1}{4}$ gallons of whiskey, delivered in New York, in 1815, per account herewith, \$6,391.05."

On the same day, this sum was actually paid to them out of the Treasury, and charged to "Provisions."

The first allowance was.....	\$4,649 07
The second allowance.....	6,391 05
Total allowance.....	\$11,040 12

Their original claim in 1819 was \$3,500, so that they were paid \$7,540.12 more than their original claim, *as stated by themselves.*

Allen & Leonard became insolvent, and their affairs were investigated before a jury in 1829. In that investigation it appeared, as one of the jurymen informed me by letter, that *one thousand dollars of this allowance was lent to the late Fourth Auditor when it was made.* He also informed me that Mr. Allen, one of the contractors, told him that the proposition to lend the money was made by him after it had been determined to allow his claims, but before they were settled, on condition that the Fourth Auditor would take them up and hasten their settlement out of office hours; and that the proposition was communicated by him to the Secretary of the Navy, by whom it was approved.

It is apparent, that to settle the account was not the work of an hour; and the handwriting shows that it was settled by one of the clerks.

Since I investigated this case, I communicated the fact of the allowance to Commodore Chauncey, who expressed his astonishment, and declared that the contractors could have purchased the whiskey in New York, at the time, and turned it into the naval store at a profit of 25 per cent., and that they had no just claim to a single dollar.

Case of Charles Hay.

Charles Hay, late chief clerk of the Navy Department, was agent for the purchase of stocks for the navy pension fund.

On the 1st of July, 1828, there was reimbursed to that fund \$281,384.72. This was not reinvested until the 17th February, 1829, when Mr. Hay purchased, with it, stocks bearing interest from the 1st of the preceding January. The interest of six months was entirely lost to the fund, which, at 4 $\frac{1}{2}$ per cent., would have amounted to \$5,627.69.

For reinvesting this stock Mr. Hay charged a commission of one-half per cent. on the whole amount. In one account he summed up all his purchases from 1825 to 1829, inclusive, amounting to \$675,264.89, upon which his commission amounted to \$3,376.32, which, on the 19th February, 1829, was marked "approved," by Samuel L. Southard, and, on the 17th March, passed to his credit in the Fourth Auditor's office. Add the commission to the interest lost, and the aggregate is over \$9,000. Either the bank or individuals must have profited by the money, from the 1st of July to the 17th February, while it remained uninvested. All the stocks were purchased of the cashier of the United States Branch Bank, in this city, and probably the purchase did not occupy the agent three hours.

The whole of these purchases, except \$150,000, were made subsequent to the 1st January, 1829.

For this service the commission allowed amounted to \$2,626.32. Mr. Hay was, at the same time, receiving a salary of \$2,000 per year. During the first two months of 1829, therefore, he received for commissions	\$2,626 32
For salary.....	333 33

In all, for two months.....	\$2,959 62
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In fact, the purchases were all made in the month of February.

In November, 1826, Mr. Southard sent Mr. Hay to New Orleans, with the professed object of attempting to secure certain balances due to the Navy Department by Joseph B. Wilkinson, former navy agent in that place, and directed an advance to be made to him of \$800. At New Orleans Mr. Hay drew from the navy agent \$100 more. The usual allowance to naval officers traveling to New Orleans is \$100, or, \$200 for going and returning. Mr. Hay's account remained unsettled until 1829. He then produced an account in the following form:

United States Navy Department,	To Charles Hay,	Dr.
To amount of expenses incurred in traveling from Washington city to the city of New Orleans, and from New Orleans back to the city of Washington, under orders of the Secretary of the Navy, bearing date the — November, 1826.....		\$800 00

WASHINGTON CITY, February 16, 1829.

Approved: S. L. S.

On the 20th March, 1829, the last day of Dr. Watkins' official existence, this voucher was passed to Mr. Hay's credit in the Fourth Auditor's office.

There is not the slightest evidence of the actual amount of expenses, except this voucher, drawn up more than two years after the service was rendered.

After these settlements and credits, Mr. Hay was still left indebted:

To the navy pension fund.....	\$125 75
To the Navy Department.....	100 00
	<u>\$225 75</u>

The voucher, upon which Mr. Hay's commissions were passed to his credit, was approved by one of the commissioners of the navy pension fund only, and would not now be considered a legal voucher. All such commissions are disallowed by the present commissioners and accounting officers.

Case of Amos Binney.

Amos Binney was appointed navy agent at Boston, and commenced his duties in February, 1812.

He continued in office, and was, it is said, nominated to the Senate for another term at the session of Congress for 1824-5, but that body did not confirm the nomination.

In a settlement of his account, dated 11th March, 1825, he advanced a claim for loss on Treasury notes.....	\$22,591 97
Commission on the above.....	225 91
	<u>\$22,717 88</u>

A settlement of his account up to the 20th April was made on the 12th May, 1825, in which the charge for loss on Treasury notes was renewed, but the commission was dropped. The charge was suspended.

In this settlement there were allowed, by the Secretary of the Navy and Fourth Auditor, vouchers of the following characters:

1816.		
December 31.	To commission on purchases and payment at Boston, for the use of the United States navy, and beyond the bounds of my agency, forwarded, by order, to Portsmouth, N. H., Newport, R. I., New York, Philadelphia, Washington, Norfolk, and Lake Champlain stations, amounting to \$263,930.67, per annexed schedule, at 2½ per cent.	\$6,598 25
December 31.	For receiving, examining, registering, endorsing, counting, and paying \$1,620,874 Treasury notes, from August, 1814, to October 16, a commission of one-quarter per cent.	4,052 62
1824.		
November 8.	For chartering brig Good Hope, collecting a cargo of provisions, a commission of 2½ per cent. on all drawn from depot, and not paid for by himself, \$12,474.13, is	311 85
1825.		
February 15.	For collecting debt of R. Parrott's estate, \$7,009.22, at 2½ per cent. commission.	175 22
		<u>\$11,137 94</u>

Mr. Binney, however, received a *pro tem.* appointment, and continued to act as agent during the year 1825, presenting in every quarterly return his claim of \$22,591.97, for loss on Treasury notes.

At the close of that year, it is said he was again nominated to the Senate, but not confirmed.

His account was settled up to the 31st March, 1826; but he continued to act through the months of April and May. From the settlement up to December 31st, 1824, to that for the first quarter of 1826, the amount due from him to the United States had increased from \$28,334.57 to \$139,331.84. For April and May, 1826, his accounts were not settled in the Fourth Auditor's office until the 3d of June, 1828. In that settlement the following allowances, with many others, were made to him:

For advances on account of certain public vessels from 1812 to 1826, inclusive, "never before charged"	\$3,899 72
Interest on the same.....	1,406 58
For postages from 1815 to 1825, never before charged.....	115 76
For stationery in 1813, '14, and '15	29 82

For stationery from 1816 to 1826, inclusive.....	\$884 69
For horse, and chaise and carriage hire from 1812 to 1826, inclusive.....	929 68
For truckage from 1812 to 1817, inclusive.....	1,487 08
For commission of $2\frac{1}{2}$ per cent. on \$45,041.69, paid to mechanics and laborers in 1812 and '13	1,126 04
For commission of $2\frac{1}{2}$ per cent. on \$117,175.57, on account of purchases for marine corps, from 1812 to 1821, inclusive; also on \$32,404.12, expended in like manner.....	3,739 48
For extra clerk hire in 1825 and '26.....	1,395 83
For traveling to Washington, and attending 121 days to settle accounts.....	856 80
For interest said to have been paid on certain sums of money borrowed for public use in 1813 to 1816, inclusive.....	16,866 31
For interest upon the above interest.....	12,757 36
For commissions heretofore suspended, now allowed.....	196 92
	\$45,681 47

All these allowances, and many others of a less singular character, still left Mr. Binney in debt to the government \$9,031.93. Yet did Mr. Southard, on the very day that the account was reported from this office, issue a requisition and pay out of the Treasury to Mr. Binney, although he had been two years out of office, and was \$9,000 in debt, an additional sum of \$30,000!

The only authority on which this was done was a letter from Dr. Watkins, setting forth large sums which he said must eventually go to Mr. Binney's credit, and advising the advance. Among these sums was a claim of \$39,153.94 for loss on Treasury notes, which, he says, is "a claim in equity, supported by satisfactory legal vouchers," when it was known that the claim originally set up was only \$22,591.97, and that nothing had occurred to increase it from 1825 to 1829.

The report of the Fourth Auditor, dated June 3d, 1828, did not pass the Second Comptroller's office until the 3d of March, 1829. Mr. Binney was then in debt to the government \$39,031.93.

On the same day he rendered an account current to the Fourth Auditor, balancing this sum, and bringing the government upwards of \$143,000 in debt to him!

On the 7th March the Fourth Auditor made another report upon this account, in which he also not only balanced the \$39,031.93 due from Mr. Binney, but brought the government \$49,033.20 in debt to him! Of course, there passed to his credit in that settlement \$88,065.13!

The following is a summary of the allowances then made:

For commissions on account of purchases made for the navy yards at Philadelphia, New York, Norfolk, Washington, Newport, the Lakes, Portsmouth and Portland, the Mediterranean, and Pacific ocean, from 1812 to 1826, inclusive, $2\frac{1}{2}$ per cent.....	\$22,471 76
For commissions, contracting for building of stores, houses, wharf, slip, building ways, ship house, and other improvements at Charlestown; $2\frac{1}{2}$ per cent. commission on debts collected from 1812 to 1826, inclusive; purchase of land for extension of navy yard; $2\frac{1}{2}$ per cent. commission on sales of old copper, provisions, &c.....	12,478 29
For procuring survey of navy yard, &c.....	1,000 00
For procuring and remitting exchange on London from 1817 to 1820, inclusive.....	2,290 70
For commissions on purchases and importations of copper, kentledge, timber, provisions and coal from Liverpool, Franconia, New York, Florida, Carolina, Virginia, Baltimore, Ohio, and New Bedford, and on freight for sundry articles for the naval service, from 1812 to 1826, inclusive, $2\frac{1}{2}$ per cent.....	10,670 42
Whole amount allowed.....	\$48,911 17
The amount claimed for loss on Treasury notes, without being positively allowed, was deducted from the amount due to the United States under certain heads of appropriation, and thus passed to his credit.....	39,153 96
Whole amount passed to his credit.....	\$88,065 13

It is hardly necessary to say that most if not all of these claims were never presented, or probably thought of, until after the claimant was out of office.

The advance of Mr. Binney, as well as the allowance of interest upon interest, and extra commissions, by the Secretary of the Navy, appear the more inexplicable on account of the following facts, viz: On the 8th April, 1828, he submitted Mr. Binney's claims to the President, with an explanatory letter, concluding as follows:

"It is perhaps proper to add, that the amount claimed by Mr. Binney is very nearly the same as that with which he stands charged on the books of this office."

On the 21st May, 1828, he returned Mr. Binney's papers to the Fourth Auditor, with a letter, in which he says:

"I see no reason to doubt the justice of a claim on his part for losses on Treasury notes, interest, &c. But I do not feel at liberty to authorize the allowance of any of the items except that for interest actually paid by him, which you will be pleased to settle. For the other claims, he will be obliged to address himself to Congress," &c.

Yet by the 3d of June he had allowed by his entries upon the vouchers, not only the "interest actually paid," but interest upon that interest, and interest upon sums never before charged, with charges for extra commissions, &c., &c., and on that day he advanced \$30,000 to the man whose claims he stated to the President, on the 8th April, were nearly the same as those with which he stood charged on the books of his office!

Some of the items in Mr. Binney's last account current, which were not disallowed but only suspended, were as follows:

Interest on \$39,153.96, charged for loss on Treasury notes to 31st May, 1828.....	\$30,082 22
Amount paid for brokerage and expenses on New York funds.....	5,980 67
Interest on same to 31st May, 1828.....	4,007 04
Exchange and deposit of money in Bank of the United States.....	900 00
Brokerage and expenses on Treasury drafts on Providence, R. I., and Portland.....	3,330 76
Commission of one per cent. on all his expenditures.....	50,000 00

If all Mr. Binney's claims had been allowed, his emoluments would have been at least \$15,000 per year; as it was, they were from five thousand to ten.

Almost every extraordinary allowance actually made was sanctioned by the Secretary of the Navy. There is truth, therefore, in the letter from the Fourth Auditor to the Second Comptroller, accompanying his report of March 7, 1829, of which the following is a copy:

"MARCH 7, 1829.

"Sir: In the last settlement of the accounts of Amos Binney, late navy agent at Boston, sundry charges, the vouchers for which are herewith enclosed, were suspended, on the ground that it was not competent to the accounting officers to decide what should be considered *extra official* duties, for which the law allowed *additional* or *extra* compensation. That question seems now to have been settled by a recent decision of the Secretary of the Navy in relation to other items of his account precisely similar in character to those supported by the accompanying vouchers; and I have accordingly reported a balance due to Amos Binney, of forty-nine thousand and thirty-three dollars and twenty cents, excluding from the account sundry charges for loss on Treasury notes, for which he has a memorial now pending before Congress.

"T. W.

"RICHARD CUTTS, Esq., *Second Comptroller of the Treasury.*"

The Second Comptroller did not act on this report; the papers were withdrawn by the Fourth Auditor; the settlement canceled; the entries on the ledger of this office erased; the papers given up to a friend of Mr. Binney; and he still remains indebted to the United States \$39,031.93, of which the sum of \$30,000 is the advance made to him by the Secretary of the Navy two years after he was out of office, and while he was still in debt to the government upwards of \$9,000.

Commission for paying mechanics and laborers.

The first allowance of this kind to pursers, appears to have originated upon the following account:

United States Navy Department,		To George S. Wise,	Dr.
For the use of his sloop, the Purser, engaged in the transportation of provisions, clothing, &c., from New York to the navy yard, and from thence to Sandy Hook, from the 15th November, 1813, to the 25th May, 1815—eighteen months and eleven days, at \$30 per month..			\$551 00
Cash paid clerk hire from 1st October, 1813, to the 1st October, 1818—sixty months, at \$32.50 per month.....			1,950 00
For one-half per cent. commission for disbursement of money in paying mechanics, &c., on \$101,302.33			2,532 56
			<u>\$5,033 56</u>

This account was accompanied by vouchers showing the employment of the schooner, &c. But in relation to the last item, the vouchers show that the charge was set up for the purpose of covering a loss on Treasury notes during the war. Mr. Wise himself says, under date of 11th November, 1818:

"The cause of my founding the charge on the payments to mechanics, is, first, I was performing a duty not strictly appertaining to my grade; secondly, that the Department has rejected charges of loss on Treasury notes, but has made allowances in another way as an equivalent for such losses; and thirdly, because I consider it but justice that I should not bear the loss actually sustained on the Treasury notes received by me as a public officer, to be disbursed for public purposes."

The account is marked on the back, "Allowed: J. C. C.," and was passed to the credit of Mr. Wise. This was in 1818.

This allowance seems not to have been considered an authoritative precedent for any other of a like nature. In 1821, Purser Todd, of the New York yard, advanced a claim for commission on payments to mechanics and laborers, which was submitted by Constant Freeman, Fourth Auditor, to Smith Thompson, then Secretary of the Navy, and by him rejected in the following words:

"In answer to the within note, I have to state that I know of no law authorizing an allowance of any percentage to pursers in navy yards upon disbursements to mechanics and laborers."

Nothing further seems to have been heard of these claims until 1825, when they were again presented by Purser Todd. The Fourth Auditor, Dr. Watkins, then allowed the claim, amounting to \$2,000, without consulting the Secretary of the Navy at all. In 1826 he also allowed and passed to the credit of the same purser, \$1,913.33, going back to 24th October, 1818, and coming up to July 15, 1826.

About this time, a claim of a similar nature was submitted to the Secretary of the Navy, Mr. Southard. On the 5th August, 1826, he gave the following opinion, addressed to the Fourth Auditor:

"I have examined the claim of pursers at our navy yards to an allowance beyond their ordinary and settled compensation for paying the men, mechanics and laborers.

"The claim rests on the assumption that this is an *extra duty*. I do not perceive how this is proved to be an extra duty more than any and every duty performed by officers at our navy yards. They are all such as have been imposed on the officers since the establishment of the yards. The payment of the men, mechanics and laborers, is no more an extra duty to the purser, than the superintending the building of a ship is extra duty to a captain. It is the very object for which he is placed at the yard, and without

which his presence would be very little, if at all, necessary; and for being stationary to perform which, he receives the allowance of house rent, &c. It is expressly prescribed to him by the regulations. (See page 51 of the printed rules and regulations for the service.)

"As I do not, therefore, see any principle on which the allowance can be justified, I cannot hereafter approve it."

Upon receipt of this decision, negative of the claim, the chief clerk of this office directed the allowances, made upon the authority of the accounting officers only, to be re-charged; but this was countermanded by the Fourth Auditor. No further allowances of that character appear to have been made during the year 1826.

In the year 1827 an allowance of \$525, for paying mechanics and laborers, was made to Purser Clem. S. Huntt, on the Philadelphia station, by authority of the Fourth Auditor, *under the name of clerk hire*.

During the year 1828, the following allowances were made *under the same name*, and by the *same authority*:

To Purser Winn, from 1826.....	\$2,550 00
To Purser R. C. Ludlow, from 1821 to 1826, <i>paris inclusive</i>	3,050 00
To Purser E. Fitzgerald.....	1,000 00
To Purser C. S. Huntt.....	975 00
To Purser S. Hambleton.....	150 00
To Purser S. P. Todd.....	225 00
To Amos Binney, navy agent.....	1,126 04
	\$9,076 04

Previous to 23d March, 1829, there was allowed:

To Purser Joseph Wilson.....	\$533 34
To Purser A. P. Barragh.....	2,450 00
To Purser C. O. Handy.....	270 00
	3,253 34

Add allowances made by the Fourth Auditor in 1825-6:

To Purser S. P. Todd.....	\$2,000 00
To same.....	1,913 33
	3,913 33
	\$16,242 71

Hence it appears that there was allowed without law, and contrary to the decisions of the Secretary of the Navy, by the late Fourth Auditor and Second Comptroller, the sum of *sixteen thousand two hundred and forty-two dollars and seventy-one cents*, for paying mechanics and laborers, a service which is one of the purser's regular duties. But since the decision of the Secretary in 1826, the allowance has been clothed in a *false name*, and made upon *false vouchers*.

Soon after I came into office, a claim of this nature was presented under its *true name* and rejected. Then came one for \$600, clerk hire, presented by Purser Beale, who had been stationed at Carlisle, Pennsylvania. I inquired whether he had employed and paid a clerk? He replied, "No; but an allowance of this kind is made to the purser at Philadelphia for paying mechanics and laborers." Have you, said I, any mechanics and laborers to pay at Carlisle?" "No; but I am entitled to the same allowances as the purser at Philadelphia;" and he exhibited his orders, which so stated. However, I did not construe his orders to mean that he was to be allowed the same for *no services* at Carlisle that was allowed for *actual services* at Philadelphia. Besides, on investigation, I became satisfied that this allowance, wherever made, and under whatever name, is illegal.

Purser Huntt, of Philadelphia, and Purser Clarke, of New York, have since been in the city, and urged me to make this allowance to them, at least up to the close of the late administration. As an argument in support of their claims, they stated that Mr. Southard actually approved of the allowance, under the name of clerk hire, and that a declaration of his to that effect could be produced, provided it would be taken as sufficient authority for allowing the claim. I was obliged to say, that no verbal declaration of the late Secretary of the Navy could be taken to contradict his official decision, as evidenced by his letter to the Fourth Auditor in 1826, or prove the existence of a regulation, which, if it existed, ought to have been left behind him in writing. No allowance of that nature has been made by me, or the present Secretary of the Navy.

Case of Tobias Watkins, late Fourth Auditor.

Statement of the sums of public money drawn by Dr. Tobias Watkins, late Fourth Auditor, without authority, and applied to his own use.

1827.		
March.	Drawn by requisition, and charged to Purser Samuel Hambleton, then at Pensacola	\$2,000 00
July.	Drawn by drafts purporting to be official, from J. K. Paulding, Esq., navy agent at New York, having first procured it to be remitted for that purpose.....	1,000 00
Septem'r.	Drawn under like circumstances, from R. D. Harris, Esq., navy agent at Boston..	1,299 50
October.	Drawn under like circumstances, from Paulding.....	300 00
October.	Drawn under like circumstances, from Harris.....	700 00
1828.		
June.	Drawn under like circumstances, from Paulding.....	750 00
Septem'r.	Drawn by requisition, and charged to Purser E. N. Cox, then in the Pacific squadron.....	500 00
December.	Drawn by requisition, and charged to Purser Silas Butler, then in the Mediterranean squadron.....	750 00
		\$7,299 50

The requisitions upon which this money was forwarded to the navy agents, as well as those charged to the distant pursers, were issued upon no other authority than the request of the Fourth Auditor, in some instances written, in others oral. Such requests or statements would not now be considered legal authority for issuing requisitions, unless they came in the official form of settled accounts admitted by the Second Comptroller.

Case of George Macdaniel.

A few days after my appointment to the office of Fourth Auditor, I was informed by George Macdaniel, one of the clerks in this office, that he was special agent for the Navy Department for the payment of small sums of money; that he was out of funds; and that he desired me to address a letter to the Secretary of the Navy, requesting a requisition to issue in his favor. In reply to the questions put by me, he said he knew of no law or regulation authorizing such an agency, but that he was appointed by the Secretary of the Navy many years ago, had continued to act ever since in that capacity, and had received as a compensation one per cent. on his disbursements.

Upon inquiry, I was directed to the following passage of an act of Congress, approved March 24th, 1804, as originating this agency:

"Be it enacted, &c., That the President of the United States be, and he is hereby, authorized to attach to the Navy yard at Washington, and to the frigates and other vessels laid up in ordinary in the Eastern Branch, a captain of the navy, who shall have the general care and superintendence of the same, and shall perform the duties of agent to the Navy Department, and shall be entitled to receive for his services the pay and emoluments of a captain commanding a squadron on separate service."

"A captain of the navy" was accordingly "attached to the Navy yard at Washington," who, for some years, "performed the duties of agent to the Navy Department." A regular navy agent was then substituted to perform these duties. Finally, without any change of the law, they were transferred to Mr. Geo. Macdaniel, a clerk in the Accountant's, and afterwards in the Fourth Auditor's office.

This arrangement seems to have been repugnant, not only to the act of 1804, but that of March 3d, 1809, the 3d section of which declares that, "exclusively of the paymasters of the army and pursers of the navy, and other officers authorized by law, no other permanent agents shall be appointed, either for the purpose of making contracts, or for the purpose of supplies, or for the disbursement in any other manner of moneys for the use of the military establishment or of the navy of the United States, but such as shall be appointed by the President of the United States, with the advice and consent of the Senate."

Mr. Macdaniel was appointed by the Secretary of the Navy, and was never nominated to the Senate. His agency was so permanent that it continued at least from October, 1812, to April, 1829. His business was to disburse the public money. The sums disbursed were at first small; but increasing by degrees, they became so considerable, that his average commissions, prior to 1829, were more than \$800 per year. The duty was performed mostly, if not entirely, during office hours, and sometimes employed him for days, during which he was rendering no service to the Fourth Auditor's office.

As soon as I understood the nature of this agency, I directed Mr. Macdaniel to stop payment and prepare his accounts for settlement; and his agency was transferred to the captain of the navy yard.

Mr. Macdaniel also kept the books of the navy pension fund. This service was rendered during office hours. For this he had received for many years an annual compensation of \$250. The origin of this allowance may be found in the following, the original of which is in Mr. Macdaniel's handwriting:

"The Navy Pension Fund,

"To George Macdaniel.

"For compensation for adjusting and keeping the accounts of the fund, and particularly in examining and adjusting the accounts of the late commissioners of loans, as agents for paying pensions previous to the balances being transferred to the banks, from 1st July, 1817, to the 1st July, 1818, (two hundred and fifty dollars) \$250 00

"Respectfully submitted to the honorable Secretary of the Navy for his approbation; to be paid and charged to the contingent account of the fund.

"Allowed: B. W. CROWINSHIELD."

Although the allowance was more for a special than a general service, as the voucher itself shows, yet it has been made a precedent for an annual allowance of \$250, from the 1st July, 1817, to 31st May, 1829. Under no other authority than the above "allowed, B. W. Crowinshield," there have been paid to Mr. Macdaniel, out of the navy pension fund, no less than \$2,979.16.

Mr. Macdaniel also received at various times commissions on disbursements and purchase of stocks on account of that fund, amounting in all to \$1,218.77, and claims \$672 more, which have not been allowed.

An opinion of the fidelity with which he discharged his duties in relation to this fund may be found by comparing the reports of its condition, made out by him and sent to Congress at the session of 1828, with that made at the present session. In the former, it will be perceived that no information was given of the \$281,884.72 belonging to the fund, which remained uninvested from July 1st, 1828, to February 17th, 1829, or of other sums to a large amount. The accounts of some of the navy pension agents had not been settled from the year 1826, as appears by a list made out at my request soon after I came into office.

This business was also done within office hours. Upon Mr. Macdaniel's removal, it was transferred to another clerk, who, in little more than a month, had brought up all arrearages. The annual allowance of \$250 has been discontinued, because this is considered a portion of the regular duties of the Fourth Auditor's office; and the clerk entrusted with it has nothing to do with disbursements of any description.

Mr. Macdaniel's salary in this office was.....	\$1,400
Allowance for keeping books of navy pension fund.....	250
Commissions—annual average, of late years.....	800

Annual receipts.....	\$2,450
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Thus a subordinate clerk received \$2,450, when my chief clerk's salary is only \$1,700.

From October, 1812, to March, 1829, inclusive, Mr. Macdaniel received for commissions, as special agent.....	\$4,727 89
As agent for purchase of stocks and payment of pensioners.....	1,218 77
From the 1st July, 1817, to 31st May, 1829, for keeping accounts of navy pension fund.....	2,979 16
Whole amount of extra allowance.....	\$8,925 82
During the same time he received as regular salary in this office.....	22,913 50
Total receipts.....	<u>\$31,839 32</u>

During that time he had also in his hands, as appears by the balances on his various settlements, an average of about \$10,000 of public money; and a portion of the Bank of Columbia stock, for the purchase of which, on account of the navy pension fund, he was allowed a commission, *was bought of himself on the very day it was transferred to him.*

He is now indebted to the navy pension fund about \$1,200 dollars, against which he sets up a claim to sundry commissions which have been disallowed since the 20th of March, 1829, and a balance of about \$370 due him on his account as special agent. The last commissions passed to his credit were \$192.17, on the 14th of March, 1829, a few days before the removal of Messrs. Watkins and Cutts.

In addition to the illegality of Mr. Macdaniel's special agency, the impolicy of making an accounting officer a disbursing officer, especially when, in most cases, he stated his own accounts, is too glaring to require comment.

Case of the one hundred and fifteen extra marines.

In the estimate for the support of the marine corps for 1829, statement E, part made out by the paymaster, there is the following entry:

Amount paid to 115 marines from the year 1822 to the year 1828, inclusive, these being allowed by law to the marine corps for that time, and for which no appropriation has heretofore been made, (see the report of the adjutant and inspector for this item, which is herewith submitted).....	\$8,280 90
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In the same statement, part made out by the quartermaster, are the following entries: For one year's subsistence of 115 marines, being the number maintained more than estimated for, as per the accompanying statement of the adjutant and inspector, is:

41,975 rations, at 12½ cents per ration.....	5,037 00
For clothing for the same.....	3,450 00
For fuel for the same.....	690 00
For contingencies for the same.....	1,715 35

Whole estimate for 115 extra troops.....	\$19,173 25
By accident the whole estimate for the subsistence of the marine corps was omitted in the appropriation bill, including the above item of.....	5,037 00

This amount was actually appropriated.....	<u>\$14,136 22</u>
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Observing this estimate soon after I came into office, I inquired what it meant. I could obtain no information. There had been no deficiency in the appropriations; there were no troops unpaid; there was nothing due to the paymaster or quartermaster for advances of their own funds to extra troops. In fine, I could perceive no object whatever for which this money was asked and obtained.

I remained in entire darkness on the subject until about the 24th November last, when the following was presented to me as a voucher in the paymaster's account:

"United States Marine Corps,

"To Brevet Captain Park G. Howle, Dr.

"To allowance for one extra servant, as adjutant and inspector, from the 1st January, 1821, to 30th December, 1828, is seven years and nine months, at \$14.84 per month.....	<u>\$1,380 12</u>
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"Received, Washington, 1st of October, 1828, of Captain Joseph L. Kuhn, paymaster of the United States marine corps, one thousand three hundred and eighty dollars and twelve cents, in full of the above account.

"\$1,380.12.

PARK G. HOWLE, *Adjutant and Inspector.*"

On the back of this paper is the following endorsement, in Mr. Southard's handwriting:

"I understand this account to form one of the items in a part of the recent estimate for the marine corps, and to be embraced in that estimate. This being so, its allowance must depend upon the passage of the appropriation. If it be passed, let the account be paid.

"S. L. S."

"DECEMBER 15, 1828."

Not finding any appropriation which seemed to embrace this account, I was told, on inquiry, that it was probably intended to be covered by that for the 115 extra troops. I immediately wrote to the paymaster, copying the above endorsement, and adding:

"As the appropriation passed, and you have paid the amount, will you have the kindness to point out to me that part of the estimate in which it is embraced? I am unable to find it."

I received the following answer:

"PAYMASTER'S OFFICE, MARINE CORPS, *Navy Department*, November 24, 1829.

"SIR: In answer to your letter of this date, I have to state that the amount paid to Lieutenant Howle, for an extra servant, I understand to be embraced in that part of my estimate for the year 1829 in which an appropriation is asked for the payment of 115 marines, over and above the number authorized by law for the United States marine corps.

"I am, respectfully, sir, your obedient servant,

JOS. L. KUHN, *P. M. C.*

"To AMOS KENDALL, Esq., *Fourth Auditor of the Treasury*."

Not believing that Congress so understood the matter, I rejected the claim. None other upon that fund has been presented, and the whole appropriation remains in the Treasury. It is now denied that any other claim is known which was intended to be paid out of it.

On reference to the tables furnished by the adjutant and inspector, and referred to by the paymaster and quartermaster, it will be perceived that the extra number of troops alluded to is made up by adding 58 servants every year to the actual strength of the corps, and deducting a smaller number of servants for officers at sea. There were, in fact, no extra *troops* at all; it is only a parade of *extra servants*, as designated in Captain Howle's voucher, got up in 1828. Had that account been allowed, there is little doubt that it would have been followed by another and another, until the appropriation was exhausted. That Mr. Southard knew the object of this estimate, is proved by his endorsement upon the voucher.

II.

The names of all the officers of the navy, who were on leave of absence, waiting orders, or on furlough, within the years 1828 and 1829, with the length of time each has been in either of those situations, and the amount of money paid to each while on leave of absence, waiting orders, or on furlough.

Name.	Rank.	Situation.	From what period.	To what period.	Years.	Months.	Days.	Hospital money deducted.	Actual amount paid.
Charles Stewart.....	Captain	Waiting orders	Sept. 1, 1824....	Jan. 1, 1830....	5	4	.....	\$12 80	\$10,283 20
Isaac Hall.....	do	Leave of absence	May 23, 1827....	March 31, 1829....	1	10	7	4 45	3,572 88
Jacob Jones.....	do	do	Oct. 12, 1829....	Jan. 1, 1830....	.....	2	20	53	428 14
James T. Leonard.....	do	do	May 21, 1824....	do	5	7	.....	13 40	10,766 60
James Biddle.....	do	do	Nov. 1, 1828....	June 16, 1829....	.....	7	16	1 51	1,207 82
Daniel T. Patterson.....	do	do	July 7, 1828....	March 13, 1829....	.....	8	7	1 65	1,321 68
Jesse D. Elliott.....	do	do	June 28, 1827....	Aug. 21, 1829....	2	1	25	5 17	4,150 16
Stephen Cassin.....	do	do	March 3, 1825....	June 16, 1829....	4	3	14	10 29	8,270 58
James Renshaw.....	do	do	June 21, 1827....	Dec. 6, 1828....	1	5	26	3 57	2,853 10
Thomas Brown.....	do	do	May 16, 1825....	Nov. 28, 1828....	3	6	13	8 49	6,820 84
Charles C. B. Thompson.....	do	do	March 3, 1825....	Nov. 17, 1828....	3	8	15	8 90	7,153 10
George W. Rogers.....	do	Waiting orders	do	Jan. 1, 1830....	4	9	29	11 50	9,315 08
George C. Road.....	do	Leave of absence	May 17, 1826....	do	3	7	15	8 70	6,991 50
Henry E. Ballard.....	do	Waiting orders	March 3, 1825....	July 21, 1828....	3	4	19	8 13	6,529 20
David Deacon.....	do	do	Nov. 22, 1826....	Jan. 1, 1830....	3	1	10	7 47	5,997 86
Samuel Wheelhouse.....	do	do	May 19, 1827....	do	2	7	13	6 29	5,463 04
Joseph J. Nicholson.....	do	do	April 26, 1827....	do	2	8	6	6 44	5,195 56
Walcott Chamney.....	do	do	April 21, 1828....	do	1	8	8	4 05	3,256 62
Alexander J. Dallas.....	do	do	Jan. 16, 1829....	do	.....	11	16	2 21	1,851 02
John B. Nicholson.....	do	do	Aug. 4, 1828....	do	1	4	28	3 29	2,717 94
E. V. Hoffman.....	do	do	July 21, 1829....	do	.....	5	11	1 07	801 60
Th. Ap Catechy Jones.....	do	do	March 11, 1829....	June 16, 1829....	.....	3	6	64	515 36
									\$105,052 45
Walcott Chamney.....	Master commandant	Leave of absence	March 4, 1824....	April 24, 1828....	4	1	21	9 94	\$4,863 31
G. o. o. Buell.....	do	do	March 19, 1829....	July 8, 1829....	.....	3	20	73	359 27
Thos. Ap Catechy Jones.....	do	do	Oct. 27, 1827....	March 11, 1829....	1	4	14	3 29	1,610 96
John Porter.....	do	Waiting orders	Jan. 1, 1824....	Jan. 26, 1826....	2	.....	26	4 97	2,433 58
	do	Leave of absence	Jan. 26, 1825....	Oct. 28, 1828....	2	9	2	6 61	3,234 89
Alexander Claxton.....	do	do	Feb. 16, 1829....	Jan. 1, 1830....	.....	10	21	2 14	1,946 11
Lawrence Kearney.....	do	do	Dec. 3, 1828....	March 31, 1829....	.....	3	29	79	385 96
Edward R. M. Call.....	do	do	June 11, 1829....	Jan. 1, 1830....	.....	6	21	1 34	655 66
Daniel Turner.....	do	do	Sept. 20, 1827....	Oct. 15, 1828....	1	.....	26	2 57	1,259 43
John D. Sloat.....	do	do	Aug. 15, 1829....	Jan. 1, 1830....	.....	4	17	91	446 84
Orho Norris.....	do	Waiting orders	March 21, 1826....	July 21, 1828....	2	4	1	5 61	2,743 89
	do	Leave of absence	July 9, 1827....	Dec. 3, 1828....	1	4	25	3 37	1,649 13
Beverly Kennon.....	do	do	April 24, 1828....	March 16, 1829....	.....	10	21	2 14	1,048 61

II.—The names of all officers of the navy, who were on leave of absence, &c.—Continued.

Name.	Rank.	Situation.	From what period.	To what period.	Years.	Months.	Days.	Hospital money deducted.	Actual amount paid.
Edw. R. Shubrick	Master commandant	Leave of absence	April 24, 1828....	Jan. 16, 1829....	.....	8	24	\$1 76	\$851 24
John H. Clerk	do	do	do	Nov. 16, 1828....	.....	6	23	1 35	662 15
do	do	do	do	Jan. 1, 1830....	1	3	16	3 11	1,518 89
Philip F. Voorhes	do	do	July 7, 1828....	do	1	5	25	3 57	1,745 18
Benjamin Cooper	do	do	May 30, 1829....	do	.....	7	2	1 41	692 59
Samuel W. Adams	do	do	.....	.....	.....	.....	.....	.....	.....
\$27,207 39									
James P. Oellers	Lieutenant	Leave of absence	Nov. 27, 1828....	Jan. 1, 1830....	.....	1	5	23	\$93 10
Robert F. Stockton	do	do	April 8, 1828....	do	1	8	24	4 16	1,642 00
Charles E. Crowley	do	do	Aug. 28, 1828....	do	1	4	4	3 23	1,294 44
Wm. D. Salter	do	do	Nov. 1, 1828....	do	1	2	.....	2 80	1,123 20
Charles S. McAuley	do	do	July 22, 1829....	do	.....	5	10	1 07	428 60
Thomas M. Newell	do	do	Nov. 14, 1829....	do	.....	1	17	31	126 02
Wm. A. Spencer	do	do	March 19, 1829....	June 20, 1829....	.....	3	2	61	246 72
Thomas T. Webb	do	do	Feb. 28, 1827....	Aug. 13, 1828....	1	5	23	3 55	1,156 37
John Perival	do	do	April 25, 1827....	Jan. 1, 1830....	1	8	6	4 04	1,394 55
John H. Autok	do	do	Oct. 12, 1829....	do	.....	2	20	53	213 80
Mervino P. Mix	do	Waiting orders	April 30, 1827....	July 18, 1828....	1	2	20	2 93	847 23
Bladen Dolan	do	do	July 7, 1827....	Jan. 1, 1830....	1	5	25	3 57	1,431 10
Silas H. Stringham	do	Leave of absence	Feb. 26, 1829....	Aug. 22, 1829....	.....	5	26	1 17	468 10
Stephen Champlin	do	do	Dec. 27, 1828....	Jan. 1, 1830....	1	.....	5	2 43	975 90
Isaac Mayo	do	do	Nov. 19, 1827....	do	2	1	13	5 09	1,932 16
Wm. Mervine	do	do	Jan. 23, 1829....	do	.....	11	9	2 26	907 74
Thomas Crabb	do	do	July 31, 1829....	do	.....	5	2	1 01	406 32
Edward B. Babbitt	do	do	June 27, 1827....	July 21, 1828....	1	.....	25	2 57	838 10
Thomas Paine, jr.	do	Furlough	April 1, 1824....	Jan. 1, 1830....	5	9	1	13 81	1,463 19
James Armstrong	do	Leave of absence	April 25, 1827....	do	2	8	7	6 45	2,358 80
Joseph Smoot	do	do	Oct. 27, 1827....	July 19, 1828....	.....	8	23	1 75	582 08
Robert B. Randolph	do	do	July 7, 1828....	Jan. 1, 1830....	1	5	24	3 56	1,429 44
Samuel L. Breese	do	Waiting orders	Oct. 31, 1828....	do	1	2	1	2 81	1,125 83
John Evans	do	Leave of absence	Nov. 21, 1828....	do	1	1	11	2 67	1,071 66
Benjamin Page, Jr.	do	do	Nov. 1, 1828....	do	1	41	23	4 75	1,827 58
John Gwinn	do	do	Nov. 9, 1828....	April 4, 1829....	.....	5	4	1 03	410 64
Thomas W. Wynn	do	do	Nov. 10, 1827....	Sept. 19, 1828....	.....	10	11	2 07	707 60
Andrew Fitzhugh	do	do	Nov. 26, 1827....	Oct. 15, 1828....	.....	10	18	2 12	748 48
John White	do	do	Oct. 12, 1827....	July 21, 1828....	.....	9	10	1 87	617 55
Hiram Paulding	do	do	April 25, 1827....	Jan. 19, 1829....	1	2	25	2 97	992 28
Jonathan D. Williamson	do	do	Nov. 1, 1827....	Jan. 1, 1830....	2	2	1	5 21	1,069 54
Uriah P. Levy	do	do	June 27, 1827....	do	.....	6	5	6 03	2,229 30

H.—The names of all officers of the navy, who were on leave of absence, &c.—Continued.

Name.	Rank.	Situation.	From what period.	To what period.	Years.	Months.	Days.	Hospital money deducted.	Actual amount paid.
Edgar Freeman.....	Lieutenant	On furlough.....	Nov. 26, 1827.....	Nov. 14, 1828.....	.....	11	19	\$2 33	\$258 84
William E. McKenry.....	do	Leave of absence.....	July 27, 1827.....	Dec. 26, 1829.....	2	5	.....	5 80	2,153 70
Charles H. Caldwell.....	do	do.....	July 24, 1827.....	Oct. 15, 1828.....	1	2	22	2 95	1,014 97
William Jameson.....	do	Waiting orders.....	July 31, 1829.....	Jan. 1, 1829.....	2	5	1	5 81	1,947 44
William Deern.....	do	Leave of absence.....	Nov. 1, 1828.....	Oct. 7, 1829.....	.....	11	7	2 25	900 42
William W. Ramsey.....	do	Waiting orders.....	Oct. 1, 1827.....	Nov. 15, 1828.....	1	1	15	2 70	947 64
Henry Henry.....	do	Leave of absence.....	Oct. 25, 1828.....	Jan. 1, 1830.....	1	2	7	2 85	1,141 82
William Pottenger.....	do	do.....	Jan. 9, 1829.....	July 2, 1828.....	2	5	24	5 96	1,888 54
Henry W. Ogden.....	do	do.....	Oct. 27, 1827.....	March 19, 1829.....	1	4	21	3 34	1,220 16
do	do	do.....	June 4, 1829.....	Jan. 1, 1830.....	.....	6	28	1 39	556 28
Alexander Eskridge.....	do	do.....	Oct. 1, 1828.....	June 4, 1829.....	.....	8	4	1 63	652 04
Thomas A. Conover.....	do	do.....	March 10, 1 27.....	Oct. 15, 1828.....	1	7	6	3 84	1,286 50
do	do	On furlough.....	Oct. 21, 1828.....	Jan. 1, 1830.....	1	2	11	2 87	256 50
do	do	Leave of absence.....	Dec. 2, 1828.....	May 16, 1829.....	.....	5	15	1 10	433 90
Archibald S. Campbell.....	do	do.....	Jan. 11, 1828.....	July 19, 1828.....	.....	6	9	1 26	562 74
John C. Long.....	do	do.....	June 1, 1827.....	Dec. 31, 1828.....	1	7	.....	3 80	1,219 04
John H. Lee.....	do	do.....	Jan. 23, 1828.....	Jan. 1, 1830.....	1	11	9	4 66	1,798 50
James McIntosh.....	do	do.....	July 31, 1827.....	Oct. 1, 1828.....	1	2	2	5 21	1,003 96
Josiah Taitnall.....	do	do.....	June 12, 1827.....	Jan. 23, 1828.....	1	7	13	3 89	1,359 03
William T. Temple.....	do	Waiting orders.....	Oct. 27, 1827.....	May 20, 1829.....	1	7	3	3 81	1,410 69
Hugh N. Page.....	do	Leave of absence.....	Feb. 23, 1828.....	Jan. 20, 1829.....	.....	10	29	2 19	825 31
John A. Cook.....	do	do.....	Oct. 16, 1827.....	May 16, 1829.....	1	7	1	3 81	1,399 94
Joel Abbot.....	do	do.....	June 29, 1827.....	Dec. 3, 1828.....	1	5	5	3 43	1,188 07
Lewis E. Simonds.....	do	do.....	Dec. 7, 1827.....	June 4, 1828.....	.....	5	28	1 19	377 56
John M. Dale.....	do	Waiting orders.....	June 4, 1828.....	June 5, 1829.....	1	1	2	2 41	907 92
H. H. Cocke.....	do	Leave of absence.....	April 21, 1829.....	Dec. 26, 1829.....	3	8	6	8 84	3,114 16
William J. McCluney.....	do	Waiting orders.....	July 24, 1827.....	July 28, 1828.....	1	.....	5	2 43	800 65
James Goodrum.....	do	Leave of absence.....	June 2, 1826.....	Sept. 15, 1829.....	3	3	15	7 90	2,751 26
J. E. Montgomery.....	do	do.....	Nov. 22, 1826.....	April 3, 1828.....	1	4	13	3 29	948 29
H. B. Sawyer.....	do	do.....	July 7, 1828.....	Jan. 1, 1830.....	1	5	25	3 57	1,431 10
John J. Young.....	do	do.....	Nov. 1, 1826.....	Aug. 11, 1829.....	2	9	12	6 68	2,358 16
Abraham Bigelow.....	do	do.....	Sept. 6, 1828.....	Jan. 1, 1830.....	1	3	26	3 17	1,272 16
Frank Ellery.....	do	do.....	June 27, 1828.....	Nov. 28, 1828.....	1	5	2	3 41	1,179 02
Jos. R. Jarvis.....	do	do.....	Nov. 12, 1827.....	Nov. 15, 1828.....	1	5	2	2 43	874 74
James Williams.....	do	do.....	April 25, 1827.....	Nov. 23, 1828.....	1	7	1	3 81	1,301 44
Samuel W. Le Compte.....	do	do.....	Nov. 22, 1826.....	Jan. 1, 1830.....	3	1	10	7 47	2,077 28
Charles T. Platt.....	do	do.....	Oct. 25, 1828.....	do.....	1	2	9	2 86	1,147 14
William M. Armstrong.....	do	do.....	July 15, 1829.....	do.....	.....	5	17	1 11	456 22
William F. Shields.....	do	do.....	July 7, 1828.....	do.....	1	5	25	3 57	1,431 10
William C. Nicholson.....	do	do.....	April 25, 1827.....	do.....	2	8	7	6 45	2,338 80

II.—The names of all officers of the navy, who were on leave of absence, &c.—Continued.

Name.	Rank.	Situation.	From what period.	To what period.	Years.	Months.	Days.	Hospital money deducted.	Actual amount paid.
Joseph B. Hull, jr.	Lieutenant	Leave of absence	Nov. 1, 1827	Dec. 4, 1820	1	1	4	\$2 63	\$853 15
J. Stone Faine	do	do	May 27, 1826	July 18, 1820	2	1	22	5 17	1,643 75
Thomas Pettigru	do	do	April 25, 1826	Jan. 1, 1830	3	8	7	8 85	3,110 15
Augustus Cutts	do	do	June 4, 1827	May 16, 1829	1	11	12	4 70	1,072 21
Thomas R. Gerry	do	do	April 25, 1826	Jan. 1, 1830	3	8	7	8 85	3,110 15
Richard S. Pinckney	do	do	Nov. 21, 1825	Dec. 26, 1829	4	1	26	9 97	3,445 95
Edward C. Rutledge	do	do	June 27, 1827	Jan. 1, 1830	2	6	5	6 05	2,225 28
James (Glynne)	do	Waiting orders	Dec. 4, 1828	June 16, 1829	2	6	13	1 29	515 38
Joseph Myers	do	Leave of absence	July 31, 1827	Aug. 22, 1829	2	.....	22	2 55	1,815 95
William C. Wemore	do	do	March 28, 1826	Jan. 6, 1829	2	9	10	6 67	2,220 23
John Bobier	do	do	July 10, 1826	May 6, 1828	1	9	26	4 37	1,370 55
V. M. Randolph	do	do	Dec. 28, 1827	Jan. 1, 1830	2	.....	4	4 83	1,851 17
Joseph Cutts, jr.	do	do	April 8, 1828	do	1	8	24	4 16	1,643 00
J. Crowlinsfield	do	do	Aug. 6, 1828	do	1	4	26	3 37	1,352 96
Jesse Smith	do	do	July 6, 1826	March 8, 1828	1	8	1	4 01	1,181 32
Russell Balfour	do	do	Sept. 12, 1826	Jan. 1, 1830	3	3	19	7 93	2,823 40
Robert Ritchie	do	do	March 7, 1827	June 5, 1829	2	2	29	5 39	1,905 61
David R. Stewart	do	do	Dec. 28, 1827	March 31, 1828	.....	3	4	63	193 95
Benjamin Tallmadge	do	do	July 7, 1828	Jan. 1, 1830	1	5	25	3 57	1,431 10
Hubbard H. Hobbs	do	do	Jan. 23, 1826	Nov. 19, 1829	3	9	26	9 17	3,187 00
Samuel Mercer	do	do	July 29, 1826	Jan. 1, 1830	3	5	3	8 25	3,014 16
George N. Hallins	do	do	Feb. 26, 1828	June 16, 1829	1	3	22	3 15	1,206 68
D. N. Ingraham	do	do	Nov. 27, 1828	Jan. 1, 1830	1	1	5	2 63	1,055 70
Henry Bruce	do	do	Nov. 14, 1827	do	2	1	18	5 12	1,912 54
William D. Newman	do	do	Sept. 16, 1828	do	1	3	16	3 11	1,090 22
H. A. Adams	do	do	Nov. 8, 1826	Jan. 23, 1829	2	2	16	5 31	1,843 61
A. E. Prokham	do	do	Nov. 21, 1827	Dec. 4, 1828	1	.....	14	2 49	895 59
William H. Honer	do	do	April 25, 1827	May 6, 1828	1	.....	12	2 48	777 03
James D. Knight	do	On furlough	Jan. 15, 1825	July 18, 1828	3	6	4	8 43	851 53
Joseph Mattison	do	Leave of absence	Sept. 7, 1826	Oct. 15, 1828	2	1	9	5 06	1,658 03
William S. Walker	do	do	Aug. 8, 1828	Jan. 1, 1830	1	4	24	2 96	1,545 04
Alexander Shiel	do	do	Jan. 26, 1826	Dec. 26, 1829	3	11	1	9 41	3,281 67
George F. Pearson	do	do	Feb. 23, 1828	Jan. 1, 1830	1	10	9	4 46	1,735 45
James T. Gerry	do	do	May 13, 1826	June 4, 1829	3	.....	23	7 35	2,041 57
Samuel F. Dupont	do	do	April 28, 1826	June 5, 1829	3	1	9	7 46	2,554 63
William H. Campbell	do	do	April 26, 1828	Jan. 1, 1830	1	8	6	4 04	1,604 62
Joseph M. Nicholson	do	Waiting orders	April 28, 1826	do	2	8	4	8 83	3,105 67
John Pope	do	Leave of absence	July 7, 1823	do	1	5	25	3 57	1,431 10
James E. Calhoun	do	do	July 24, 1823	do	1	5	11	3 47	1,393 86
Charles Wilkes	do	Waiting orders	April 28, 1826	do	3	8	4	8 83	3,103 67

II.—The names of all officers of the navy, who were on leave of absence, &c.—Continued.

Name.	Rank.	Situation.	From what period.	To what period.	Years.	Months.	Days.	Hospital money deducted.	Actual amount paid.
William Seton	Lieutenant	Leave of absence	June 30, 1828	Jan. 1, 1830	1	6	2	\$3 61	\$1,449 72
John A. Carr	do	do	July 7, 1828	do	1	5	25	3 57	1,431 10
Thomas I. Manning	do	do	do	do	1	5	25	3 57	1,431 10
William P. Percy	do	Waiting orders	June 12, 1827	July 18, 1828	1	1	7	2 65	861 27
John Swartwout	do	Leave of absence	Dec. 15, 1828	Jan. 1, 1830	1	.....	17	2 51	1,007 82
Thomas J. Leib	do	do	Oct. 16, 1827	do	2	2	16	5 31	2,003 44
William H. Kennon	do	do	May 29, 1829	do	.....	7	3	1 42	570 58
John W. West	do	do	Aug. 9, 1828	Nov. 1, 1828	.....	2	24	36	229 64
T. O. Selfridge	do	do	Feb. 21, 1828	June 12, 1829	1	3	23	3 15	1,201 43
Henry Eagle, jr.	do	Waiting orders	do	Jan. 30, 1829	.....	11	11	2 28	819 30
Samuel B. Cocke	do	Leave of absence	Jan. 23, 1829	Nov. 10, 1829	.....	9	28	1 99	795 68
Z. F. Johnston	do	do	March 28, 1828	June 8, 1829	.....	2	12	2 88	1,122 21
William Green	do	do	Feb. 21, 1828	June 4, 1829	1	3	15	3 10	1,187 65
George Izard, jr.	do	do	March 10, 1828	Jan. 1, 1830	1	9	22	4 35	1,700 90
Oscar Bullus	do	do	Feb. 21, 1828	do	1	10	11	4 47	1,739 61
Stern Humphreys	do	do	Sept. 16, 1828	do	.....	3	16	3 11	1,243 56
John Marshall	do	do	Jan. 28, 1829	do	.....	11	11	2 23	892 44
Charles H. Jackson	do	Waiting orders	Feb. 21, 1828	Aug. 31, 1829	1	6	11	3 67	1,418 41
Edward O. Blandhard	do	do	May 17, 1828	Jan. 1, 1830	1	7	15	3 90	1,361 01
F. B. Ellison	do	do	do	do	1	7	15	3 90	1,361 01
John Graham	do	do	do	do	1	7	15	3 90	1,361 01
Richard H. Morris	do	do	do	do	1	7	15	3 90	1,361 01
R. R. McMillin	do	do	do	do	1	7	15	3 90	1,361 01
John Manning	do	do	do	do	1	7	15	3 90	1,361 01
F. A. Neville	do	do	do	do	1	7	15	3 90	1,361 01
John G. Rogers	do	do	do	do	1	7	15	3 90	1,361 01
Edmund M. Russell	do	do	do	do	1	7	15	3 90	1,361 01
J. S. Sterrett	do	Leave of absence	March 19, 1829	Jan. 23, 1829	.....	8	7	1 65	638 27
R. D. Thorburn	do	do	May 17, 1828	Jan. 1, 1830	.....	9	13	1 89	737 78
Elias C. Taylor	do	do	Dec. 2, 1828	June 4, 1829	1	7	15	3 90	1,360 91
	do	do	May 17, 1828	Jan. 1, 1830	1	6	3	1 22	488 78
	do	do			1	7	15	3 90	1,360 91
									1,560 91
									\$196,197 95
Gwinn Harris	Purser	Waiting orders	Jan. 1, 1829	Jan. 1, 1830	1	.....	.....	2 40	8000 10
Francis A. Thornton	do	Leave of absence	March 1, 1827	do	2	10	.....	6 80	1,871 70
James M. Halsey	do	Waiting orders	Jan. 1, 1828	do	2	.....	.....	4 80	1,320 70
A. P. Darrah	do	Leave of absence	Nov. 1, 1828	do	1	2	.....	2 80	770 20
J. B. Wilkinson	do	do	March 28, 1827	June 2, 1829	.....	2	6	5 24	1,440 76
Joseph H. Terry	do	do	June 27, 1827	June 22, 1829	2	11	27	4 78	1,325 72
Nathaniel H. Perry	do	do	Dec. 22, 1827	July 17, 1828	.....	6	26	1 37	377 80

H.—The names of all officers of the navy, who were on leave of absence, &c.—Continued.

Name.	Rank.	Situation.	From what period.	To what period.	Yr.	Months.	Days.	Hospital money deducted.	Actual amount paid.
Albert MacDaniel.....	Midshipman.	Leave of absence.....	Dec. 9, 1828.....	June 11, 1829.....	.....	6	3	\$1 22	\$160 93
John S. Misson.....	do	do	July 24, 1827.....	July 2, 1829.....	.....	11	9	4 66	605 54
Alexander C. Maury.....	do	do	Nov. 1, 1828.....	Sept. 1, 1829.....	1	.....	10	2 60	204 00
James F. Miller.....	do	do	Aug. 30, 1828.....	May 16, 1829.....	.....	8	17	1 71	235 06
George M. McCreary.....	do	Waiting orders.....	Nov. 1, 1827.....	Dec. 21, 1827.....	.....	1	21	54	44 71
John F. Mercer.....	do	do	Oct. 1, 1828.....	Jan. 1, 1830.....	.....	3	.....	3 00	306 25
Charles F. McIntosh.....	do	do	Nov. 1, 1828.....	June 4, 1829.....	1	.....	4	1 43	188 10
Jefferson Nailer.....	do	On furlough.....	Aug. 26, 1828.....	Jan. 1, 1830.....	.....	7	4	3 23	153 26
Henrick Norvell.....	do	Waiting orders.....	April 1, 1828.....	do	1	4	4	4 20	554 80
Lewis Ogden.....	do	Leave of absence.....	May 23, 1828.....	June 4, 1829.....	.....	9	13	2 49	327 24
Richard L. Page.....	do	do	July 7, 1828.....	Sept. 1, 1829.....	1	.....	10	2 19	259 43
Ciervo Price.....	do	do	Nov. 1, 1828.....	Jan. 22, 1829.....	.....	10	29	2 00	264 00
William A. Patterson.....	do	Waiting orders.....	Oct. 1, 1827.....	May 17, 1828.....	.....	3	22	2 55	98 68
Edmund M. Russell.....	do	Leave of absence.....	April 25, 1827.....	do	1	.....	23	2 55	327 27
John G. Rodgers.....	do	do	July 10, 1827.....	do	.....	10	8	2 05	271 27
John M. Rinker.....	do	do	Oct. 24, 1826.....	do	.....	6	24	3 76	404 99
Quinton Radcliffe.....	do	do	Oct. 27, 1827.....	Sept. 5, 1828.....	1	.....	10	2 07	273 01
Charles K. Ruffin.....	do	do	Oct. 27, 1827.....	May 16, 1829.....	.....	5	22	1 15	150 63
Ezra Read, Jr.....	do	Waiting orders.....	Nov. 23, 1828.....	Jan. 1, 1830.....	.....	9	.....	4 20	554 80
Joseph Stallings.....	do	Leave of absence.....	April 1, 1828.....	May 17, 1828.....	2	.....	1	5 19	685 04
Edward Schermerhorn.....	do	do	March 20, 1826.....	Jan. 6, 1829.....	.....	8	13	4 09	534 89
Augustus K. Strong.....	do	do	April 25, 1827.....	March 5, 1829.....	1	.....	10	2 06	272 64
L. L. Spilman.....	do	do	do	July 18, 1828.....	.....	8	22	1 75	230 08
Richard B. Swift.....	do	do	Oct. 27, 1827.....	March 30, 1828.....	.....	4	20	93	122 99
Hugh H. Stockton.....	do	Waiting orders.....	Nov. 1, 1827.....	May 1, 1829.....	.....	10	.....	2 00	264 25
John Leeds Thomas.....	do	do	July 1, 1828.....	Feb. 21, 1829.....	.....	6	28	1 39	182 64
Elias C. Taylor.....	do	do	July 25, 1827.....	May 17, 1828.....	2	.....	18	5 72	755 43
Henry K. Thatcher.....	do	do	Dec. 29, 1825.....	May 1, 1828.....	1	.....	6	2 44	322 36
Paul H. Tappier.....	do	Leave of absence.....	April 23, 1827.....	Oct. 18, 1828.....	.....	10	23	2 15	284 42
George W. Taylor.....	do	Furlough.....	Nov. 26, 1827.....	Jan. 1, 1830.....	.....	11	3	2 22	292 93
William G. Wesley.....	do	Waiting orders.....	Nov. 1, 1827.....	April 28, 1828.....	.....	5	28	1 19	156 54
William C. Whittle.....	do	Leave of absence.....	April 25, 1827.....	Feb. 21, 1828.....	.....	9	28	1 99	262 49
Hampden Wetcott.....	do	Waiting orders.....	July 25, 1827.....	May 17, 1828.....	.....	9	23	1 95	257 62
D. G. Woodbridge.....	do	Leave of absence.....	Nov. 22, 1826.....	do	1	5	26	3 37	471 65
Henry H. Watter.....	do	do	Oct. 27, 1827.....	Aug. 8, 1828.....	.....	9	13	1 89	249 09
John Weems.....	do	do	Oct. 16, 1827.....	Nov. 10, 1829.....	2	.....	4	5 63	664 00
Joseph G. Walsh.....	do	do	Oct. 27, 1828.....	Dec. 22, 1829.....	1	.....	1	2 77	366 20
N. B. Waters.....	do	Waiting orders.....	Nov. 1, 1828.....	June 11, 1829.....	.....	7	11	1 47	194 50
William M. Walker.....	do	do	Nov. 1, 1827.....	Jan. 23, 1828.....	.....	2	25	57	74 76
do	do	do	do	Feb. 13, 1828.....	.....	3	13	69	90 79

II.—The names of all officers of the navy, who were on leave of absence, &c.—Continued.

Name.	Rank.	Situation.	From what period.	To what period.	Years.	Months.	Days.	Hospital money deducted.	Actual amount paid.
John J. E. Walbach.....	Midshipman.....	Waiting orders.....	Dec. 1, 1827.....	June 20, 1828.....	.....	6	20	\$1 33	\$176 09
William S. Young.....	do.....	Leave of absence.....	Dec. 9, 1828.....	May 16, 1829.....	.....	5	10	1 07	140 01
									<u>\$21,558 72</u>
Jonathan D. Ferris.....	Sailingmaster.....	Leave of absence.....	Jan. 25, 1828.....	Jan. 1, 1830.....	1	11	7	4 65	\$1,278 18
William Vaughan.....	do.....	Furlough.....	May 21, 1827.....	do.....	2	7	11	6 27	621 06
Samuel C. Hixon.....	do.....	Leave of absence.....	Nov. 1, 1828.....	do.....	1	2	.....	2 80	770 20
Joha Carlton.....	do.....	do.....	April 23, 1827.....	June 7, 1828.....	1	1	14	2 69	741 98
John Quin.....	do.....	Furlough.....	June 7, 1828.....	Jan. 1, 1830.....	1	6	25	3 77	372 90
N. A. Prentiss.....	do.....	do.....	Aug. 15, 1827.....	do.....	2	4	17	5 71	565 50
Jacob Mull.....	do.....	Leave of absence.....	Dec. 9, 1828.....	do.....	1	.....	23	2 55	252 78
									<u>601 14</u>
									<u>\$5,203 80</u>
Eli Dill.....	Boatswain.....	Leave of absence.....	Sept. 10, 1827.....	Dec. 10, 1828.....	1	3	.....	3 00	\$826 00
Simon Jordan.....	do.....	Furlough.....	Dec. 10, 1828.....	Jan. 1, 1830.....	1	.....	22	2 55	124 78
Edward Ingram.....	do.....	do.....	Oct. 15, 1828.....	May 26, 1829.....	.....	7	12	1 48	72 42
									<u>648 06</u>
									<u>\$1,372 16</u>
George Jackson.....	Gunner.....	Leave of absence.....	April 19, 1828.....	Jan. 1, 1830.....	1	8	13	4 09	\$715 58
Richard Thomas.....	Carpenter.....	Leave of absence, unlimited.	July 7, 1828.....	do.....	1	5	25	3 57	\$824 60

RECAPITULATION.

Captains.....	\$105,652 48
Masters commandant.....	27,207 39
Lieutenants.....	196,197 95
Pursers.....	10,865 50
Chaplains.....	1,388 77
Midshipmen.....	21,558 72
Sailingmasters.....	5,203 80
Boatswains.....	1,372 19
Gunners.....	715 58
Carpenters.....	624 60
<u>\$370,189 75</u>	

TREASURY DEPARTMENT, Fourth Auditor's Office, March, 1830.

I.—The names of all surgeons and assistant surgeons who were on leave of absence, &c.—Continued.

Name.	Rank.	Situation.	From what period.	To what period.	Time.			Hospital money.	Amount.
					Years.	Months.	Days.		
James R. Boyce.....	Assistant surgeon.....	Waiting orders.....	Jan. 10, 1828.....	April 7, 1829.....	1	2	29	\$2 99	\$702 01
Stephen Ropajle.....	do.....	Leave of absence.....	Nov. 13, 1827.....	Dec. 8, 1828.....	1	.....	26	2 57	579 43
R. B. Tinslar.....	do.....	do.....	April 25, 1827.....	Sept. 22, 1828.....	1	4	29	3 39	749 11
do.....	do.....	Shore station.....	Sept. 22, 1828.....	Jan. 8, 1829.....	.....	3	17	72	160 78
do.....	do.....	Leave of absence.....	Nov. 21, 1827.....	March 25, 1828.....	.....	4	5	83	186 17
Waters Smith.....	do.....	Shore station.....	July 9, 1827.....	March 25, 1829.....	1	8	15	4 10	1,473 21
Cornelius Moore.....	do.....	Shore station.....	March 24, 1829.....	Jan. 1, 1830.....	.....	9	8	1 85	417 65
do.....	do.....	Waiting orders.....	Nov. 23, 1827.....	March 25, 1828.....	.....	4	3	82	260 18
Augustus A. Ades.....	do.....	do.....	Sept. 18, 1827.....	do.....	.....	6	8	1 25	394 93
Thomas Dillard.....	do.....	do.....	Oct. 23, 1828.....	Aug. 22, 1829.....	.....	10	.....	2 00	449 00
Augustus P. Beers.....	do.....	Waiting orders.....	Nov. 14, 1827.....	Aug. 19, 1829.....	.....	9	6	1 84	413 66
Charles Wayne.....	do.....	Leave of absence.....	Nov. 1, 1828.....	Dec. 23, 1829.....	1	1	23	2 75	619 25
Henry S. Coulter.....	do.....	do.....	do.....	March 25, 1829.....	.....	4	23	95	298 55
G. R. B. Homer.....	do.....	do.....	do.....	.....	.....	.....	.....	.....	\$9,832 73

RECAPITULATION.

Surgeons.		Assistant surgeons.	
On leave of absence.....	\$11,223 41	Leave of absence.....	\$3,777 48
Shore stations.....	141,652 32	Shore stations.....	5,480 99
Waiting orders.....	768 29	Waiting orders.....	1,568 65
On furlough.....	453 62		
	<u>\$154,398 14</u>		<u>\$9,832 73</u>

TREASURY DEPARTMENT, Fourth Auditor's Office.

J.

List of persons appointed officers in the navy, in the years 1828 and 1829, with the date of such appointment, who have been ordered on duty.

Name.	Date of appointment.	Who have been ordered.	Amount paid to each.
MIDSHIPMEN.			
Henry French.....	Jan. 1, 1828..	Was on board Delaware 74 when appointed, acting as captain's clerk.	
Lloyd J. Bryant.....	do ..	Feb. 9, 1828. To Norfolk school.	
H. B. Robinson.....	do ..	Feb. 7, 1828. To N. York school. Resigned.	
Wm. H. Brown.....	do ..	Feb. 29, 1828. To the Grampus.	
Chas. H. Cotton.....	do ..	Jan. 29, 1828. To New York school.	
Cincinnatus Pryor.....	do ..	Jan. 7, 1828. To Norfolk school.	
O. T. Fairfax.....	do ..	Jan. 30, 1828. To the Delaware 74.	
H. C. Tilghman.....	Feb. 1, 1828..	July 11, 1828. To receiving ship, Baltimore.	
Robert Deacon.....	Jan. 1, 1828..	Aug. 8, 1828. To Baltimore station.	
H. S. Stellwager.....	April 1, 1828..	June 4, 1828. To Navy yard, Philadelphia.	
D. B. Ridgeley.....	do ..	June 20, 1828. To Norfolk school.	
B. S. B. Darlington.....	do ..	Oct. 15, 1828. To the St. Louis.	
A. D. Beasley.....	do ..	Declined. No order.	
Thomas Russel.....	do ..	July 18, 1828. To Boston yard.	
Wm. H. Inskeep.....	do ..	May 23, 1828. To New York school.	
N. E. Lane.....	do ..	Dec. 27, 1828. To Norfolk school.	
Geo. P. Ricker.....	do ..	Dec. 23, 1828. To Portsmouth yard. Resign'd.	
F. B. Wright.....	do ..	May 30, 1828. To New York school.	
J. W. Revere.....	do ..	June 5, 1828. To New York school.	
Chas. Root.....	do ..	July 15, 1828. To New York school. Dead.	
J. B. Muse.....	do ..	Resigned. No order.	
John L. Ring.....	do ..	July 24, 1828. Leave of absence.	
L. Redman.....	do ..	Dropped. No order.	
John A. Coyle.....	do ..	May 30, 1828. To New York school.	
David McDougal.....	do ..	Aug. 20, 1828. To New York school.	
J. M. Lockert.....	do ..	June 18, 1828. To Norfolk school.	
H. A. Harrison.....	do ..	Oct. 15, 1828. To the Guerriere.	
H. C. Flagg, jr.....	do ..	July 18, 1828. To Norfolk school.	
D. F. Dulany.....	do ..	May 16, 1828. To Norfolk school.	
Edward H. Perkins.....	do ..	June 14, 1828. To New York school.	
F. V. Delberghe.....	do ..	July 23, 1828. To Erie.	
John Borden.....	do ..	June 25, 1828. To New York school.	
Wm. H. Ball.....	do ..	May 12, 1828. To New York school.	
Wm. C. Banister.....	do ..	April 22, 1828. To Norfolk school.	
James Alden, jr.....	do ..	Sept. 23, 1828. To Boston station.	
S. W. Ellis.....	do ..	Resigned. No order.	
Jno. W. Taylor.....	do ..	Dec. 5, 1828. To Norfolk school.	
A. M. Pennock.....	do ..	April 25, 1828. To Norfolk school.	
W. Silliman.....	do ..	April 30, 1828. To Philadelphia yard.	
T. M. Taylor.....	do ..	Oct. 1, 1828. To Norfolk school.	
F. Clinton.....	do ..	May 16, 1829. To receiving ship, Baltimore.	
Geo. Barbour.....	do ..	Name left off. No order.	
Geo. Emmons.....	do ..	July 18, 1828. To New York school.	
N. English.....	do ..	Name left off. No order.	
A. L. Case.....	do ..	July 21, 1828. To New York station.	
Wm. G. Elliot.....	do ..	May 5, 1830. To Norfolk station.	
Jas. W. Cooke.....	do ..	Oct. 15, 1828. To the Guerriere.	
Wm. H. Burges.....	do ..	July 11, 1828. To Norfolk school.	
A. Asher.....	do ..	Sept. 2, 1828. To West Indies. Resigned.	
S. W. Wilkinson.....	do ..	Oct. 13, 1828. To Norfolk school.	
John Wyman.....	do ..	July 19, 1828. Portsmouth yard.	
J. T. Williams.....	do ..	May 10, 1828. To New York school.	
R. P. Welsh.....	do ..	Aug. 4, 1828. To New York school.	
Wm. R. Taylor.....	do ..	July 12, 1828. To Hudson.	
John G. Todd.....	do ..	Nov. 6, 1828. To receiving ship, Norfolk.	
Wm. O. Slade.....	do ..	June 17, 1828. To Norfolk school.	
M. H. Smith.....	do ..	Oct. 15, 1828. To the St. Louis.	
Geo. L. Seldon.....	do ..	April 30, 1828. To Norfolk school.	
Charles Sperry.....	do ..	July 22, 1828. To New York school.	
Chas. Speedman.....	do ..	Aug. 30, 1828. To New York school.	
Ben. F. Sands.....	do ..	May 31, 1828. To New York school.	
Thomas M. Petway.....	do ..	Oct. 13, 1828. To Norfolk school.	
Ezra Reed, jr.....	do ..	April 21, 1830. To the Concord.	
John P. Parker.....	do ..	Sept. 2, 1828. To Portsmouth yard.	
Henry J. Paul.....	do ..	April 15, 1828. To Norfolk school.	
Thos. H. Perkins.....	do ..	Name left off. No order.	

J.—List of persons appointed—Continued.

Name.	Date of appointment.	Who have been ordered.	Amount paid to each.
H. J. Harlstone	April 1, 1828..	Oct. 15, 1828. To the <i>Guerriere</i> .	
H. Norvell	do ..	April 21, 1830. To the <i>Concord</i> .	
A. McClung	do ..	June 28, 1828. To New York school.	
J. Moorehead	do ..	Sept. 11, 1828. To New York school.	
R. P. Magrant	do ..	Oct. 15, 1828. To the <i>Guerriere</i> .	
S. Larken, jr.	do ..	July 19, 1828. To Portsmouth yard.	
L. C. Love	do ..	Oct. 6, 1828. To New York school.	
S. R. Knox	do ..	Aug. 6, 1828. To Boston yard.	
F. E. Joyner	do ..	June 11, 1828. To Norfolk school.	
Jas. Heriot	do ..	May 13, 1828. To Norfolk school.	
Edward Hopkins	do ..	July 2, 1828. To the <i>Hudson</i> .	
A. A. Holcomb	do ..	Oct. 27, 1828. To Philadelphia yard.	
Geo. W. Gay	do ..	Dec. 8, 1828. To Mediterranean.	
J. C. Graham	do ..	May 6, 1828. To Norfolk school.	
S. N. Greene	do ..	Resigned. No order.	
John Rodgers, jr.	April 18, 1828..	June 10, 1829. To the <i>Constellation</i> .	
Chas. Helle	April 1, 1828..	Declined. No order.	
T. Dade	May 1, 1828..	June 14, 1828. To Norfolk school.	
J. M. Frailey	do ..	Sept. 2, 1828. To New York school.	
Geo. Henderson	do ..	July 22, 1828. To Norfolk school.	
H. H. Lewis	do ..	Nov. 6, 1828. To Norfolk school.	
J. B. Marchand	do ..	Oct. 27, 1828. To Philadelphia yard.	
Geo. Macomber	do ..	June 3, 1828. To New York school.	
Wm. Stearns, jr.	do ..	April 21, 1830. To the <i>Concord</i> .	
R. L. Tilghman	do ..	June 11, 1828. To New York school.	
P. L. Gansevoort	June 1, 1828..	June 28, 1828. To New York school.	
Wm. T. Muse	do ..	June 16, 1828. To Norfolk school.	
C. A. Cannell	do ..	Sept. 16, 1828. To New York school.	
L. Handy	do ..	June 27, 1828. To New York school.	
J. L. Henderson	do ..	July 16, 1828. To New York school.	
E. W. Stall	do ..	June 27, 1828. To Norfolk school.	
Geo. H. White	do ..	Aug. 4, 1828. To Philadel. yard. Resigned.	
Wm. S. Swann	July 1, 1828..	Sept. 4, 1828. To New York school.	
T. T. Hunter	do ..	July 18, 1828. To Norfolk school.	
E. Middleton	do ..	On duty in the Mediterranean squadron when appointed. No order from Department.	
J. Buchanan	do ..	Aug. 12, 1828. To New York school.	
Roger Perry	do ..	Nov. 6, 1828. To receiving ship, Norfolk.	
J. W. Barker	do ..	Aug. 14, 1828. To N. Y. school. Resigned.	
Gust. H. Scott	August 1, 1828..	Oct. 28, 1828. To the <i>St. Louis</i> .	
J. F. Mercer	Oct. 1, 1828..	Feb. 17, 1830. To the <i>Natchez</i> .	
Geo. Lansing	Nov. 1, 1828..	Dec. 26, 1829. To the <i>Brandywine</i> .	
Wm. L. Herndon	do ..	Dec. 11, 1828. To the <i>Guerriere</i> .	
C. E. L. Griffin	do ..	Dec. 5, 1828. To New York school.	
Richd. Forrest	do ..	Dec. 3, 1828. To the <i>St. Louis</i> .	
Geo. M. Fowler	do ..	Dec. 10, 1828. To New York school.	
R. H. Colbourn	do ..	Nov. 26, 1828. To receiving ship, Philadelphia.	
N. R. Baker	do ..	Aug. 22, 1829. To the <i>Peacock</i> .	
Wm. H. R. Halstead	do ..	Resigned. No order.	
G. R. A. Brooke	do ..	Dec. 11, 1828. To the <i>Hornet</i> .	
Jos. C. Walsh	do ..	June 11, 1829. To Mediterranean.	
Geo. McWhite	do ..	Dec. 5, 1828. To New York school.	
Wm. W. Smith	do ..	No orders.	
C. F. M. Spotswood	do ..	Dec. 11, 1828. To the <i>Natchez</i> .	
Wm. S. Ringgold	do ..	Dec. 11, 1828. To the <i>Natchez</i> .	
F. B. Renshaw	do ..	Nov. 26, 1828. To receiving ship, Philadelphia.	
Nathaniel Reeder	do ..	April 21, 1830. To the <i>Boston</i> .	
A. W. Prevost	do ..	Dec. 15, 1828. To New York school.	
Wm. R. O'Sullivan	do ..	July 29, 1829. To the <i>Constellation</i> .	
J. K. Bowie	do ..	June 12, 1829. To the <i>Constellation</i> .	
C. McIntosh	do ..	June 4, 1829. To the <i>Constellation</i> .	
L. Miller	do ..	Dec. 11, 1828. To the <i>Guerriere</i> . Dead.	
A. Maclean	do ..	Resigned. No orders.	
Wm. Leigle	do ..	June 4, 1829. To the <i>Constellation</i> .	
T. A. Jenkins	do ..	Dec. 11, 1828. To the <i>Natchez</i> .	
M. Lewis	do ..	Dec. 12, 1828. To Philadelphia yard.	
Edwin Laub	Dec. 1, 1828..	Dec. 11, 1828. To the <i>Hornet</i> .	
Pierson Hurd	do ..	Jan. 27, 1829. To N. Y. school. Resigned.	
C. Watkins	do ..	Dec. 1, 1828. To New York school.	
S. S. Washington	do ..	Dec. 11, 1828. To the <i>Hornet</i> .	
Joshua Humphreys	Feb. 2, 1829..	Dec. 26, 1829. To the <i>Brandywine</i> .	
Wm. L. Maury	do ..	Dec. 26, 1829. To the <i>Brandywine</i> .	

J.—List of persons appointed—Continued.

Name.	Date of appointment.	Who have been ordered.	Amount paid to each.
C. H. Coy	Feb. 2, 1829.	No orders.	
John H. Thruston	do ..	June 11, 1829. To the Natchez.	
R. G. Moore	do ..	No orders.	
J. Anderson	do ..	April 21, 1830. To the Concord.	
J. P. B. Adams	do ..	No orders.	
J. J. Ahuy	do ..	April 21, 1830. To the Concord.	
Wm. Allen	do ..	No orders.	
Nathaniel G. Bay	do ..	April 2, 1829. To New York school.	
Edward C. Bowers	do ..	Feb. 17, 1829. To the St. Louis.	
A. P. Buck	do ..	No orders.	
T. A. Budd	do ..	Feb. 4, 1829. To New York school.	
J. Banister	do ..	Feb. 17, 1829. To Norfolk school.	
A. S. Baldwin	do ..	No orders.	
O. H. Berryman	do ..	June 13, 1829. To the Natchez.	
Geo. R. Carroll	do ..	Aug. 22, 1829. To the Peacock.	
Geo. T. Crump	do ..	Feb. 17, 1829. To Norfolk school.	
T. A. M. Craven	do ..	April 21, 1830. To the Boston.	
John B. Dale	do ..	No orders.	
T. F. Davis	do ..	No orders.	
Stephen Dod	do ..	No orders.	
J. W. D. Ford	do ..	No orders.	
Wm. H. H. Gray	do ..	No orders. Resigned.	
Wm. H. Hurst	do ..	March 3, 1829. To Philadelphia yard.	
P. Houston	do ..	Resigned. No orders.	
Danl. Hunt	do ..	No orders.	
P. W. Humphreys	do ..	No orders.	
Fred. Isley	do ..	No orders.	
Peter Johnson	do ..	Dec. 26, 1829. To the Brandywine.	
A. J. Leslie	do ..	No orders.	
D. Lynch, jr.	do ..	March 28, 1829. To New York school.	
John B. Meigs	do ..	August 22, 1829. To the Peacock.	
T. W. Magruder	do ..	Feb. 18, 1830. Leave twelve months.	
M. Myers	do ..	Resigned. No orders.	
Benj. D. Moore	do ..	March 16, 1829. To New York school.	
Henry D. Maxwell	do ..	Resigned. No orders.	
R. Patton, jr.	do ..	Feb. 18, 1829. To New York school.	
Robt. B. Pegram	do ..	April 21, 1830. To the Boston.	
Wm. Pope	do ..	No orders.	
D. Porter, jr.	do ..	June 4, 1829. To the Constellation.	
Jas. H. Strong	do ..	No orders.	
L. C. Sartori	do ..	No orders.	
J. S. Stoddard	do ..	No orders.	
Chas. Thomas	do ..	No orders.	
A. R. Toliaferro	do ..	Feb. 25, 1829. To Norfolk school.	
S. H. Turner	do ..	No orders.	
John L. Taylor	do ..	June 4, 1829. To the Constellation.	
J. A. Underwood	do ..	Dec. 26, 1829. To the Brandywine.	
Geo. P. Wyche	do ..	No orders.	
Wm. Whiting	do ..	No orders.	
Edward C. Wards	do ..	May 6, 1830. To the Concord.	
Wm. A. Watrous	do ..	No orders.	
John Wilson	do ..	No orders.	
Wm. S. Williamson	do ..	Dec. 26, 1829. To the Brandywine.	
O. H. Perry	Feb. 24, 1829.	April 21, 1830. To the Concord.	
M. S. Pitcher	March 13, 1829.	March 29, 1829. To the Natchez.	
A. H. Coleman	March 14, 1829.	July 30, 1829. To New York station.	
Stephen Decatur	March 17, 1829.	June 4, 1829. To the Constellation.	
A. B. Marrest	March 21, 1829.	April 21, 1830. To the Boston.	
M. S. Stokes	May 12, 1829.	Sept. 15, 1829. To the Eric.	
Osmun Claiborne	May 19, 1829.	June 4, 1829. To the Constellation.	
R. C. Cogdell	do ..	July 13, 1829. To West Indies.	
John S. Booth	May 27, 1829.	June 26, 1829. To New York school.	
Jas. H. North	May 29, 1829.	Sept. 15, 1829. To the Eric.	
Richard Bache, jr.	June 3, 1829.	Sept. 15, 1829. To the Eric.	
E. T. Shubrick	June 22, 1829.	April 21, 1830. To the Boston.	
F. E. Barry	do ..	June 22, 1829. To Mediterranean.	
Chas. W. Morris	Sept. 12, 1829.	No orders.	
Edwin J. De Haven	Oct. 2, 1829.	Feb. 17, 1830. To the Natchez.	
John H. Sherburne	Oct. 5, 1829.	No orders.	
And. F. V. Gray	Oct. 15, 1829.	No orders.	
S. Barrington	Jan. 3, 1828.	March 8, 1828. To the Hornet.	
Wm. Milnor	do ..	May 9, 1828. To Washington barracks.	

J.—List of persons appointed—Continued.

Name.	Date of appointment.	Who have been ordered.	Amount paid to each.
T. L. Smith.....	Jan. 3, 1828..	June 20, 1828. To the Hudson.	
Wm. Whelan.....	do ..	May 14, 1828. To Norfolk station.	
A. E. Kennedy.....	do ..	March 29, 1828. To the Shark.	
J. Jameson.....	do ..	May 1, 1828. To receiving ship, New York.	
L. B. Hunter.....	do ..	June 20, 1828. To the Hudson.	
Geo. Blacknell.....	do ..	July 18, 1828. To the Fairfield.	
E. H. Freeland*.....	March 11, 1829..	May 4, 1829. To Mediterranean.	
Richard Barnum*.....	do ..	Nov. 20, 1828. To the Vandalia. Resigned.	
F. Wessals*.....	do ..	Dec. 2, 1828. To the Guerriere.	
H. N. Glenthworth*.....	do ..	Dec. 2, 1828. To the Guerriere.	
R. K. H. Sims*.....	Dec. 2, 1828..	Dec. 2, 1828. To the Guerriere.	
John C. Spencer*.....	Dec. 16, 1828..	Dec. 16, 1828. To the Natchez.	
Wm. A. W. Spotswood*.....	Dec. 2, 1828..	Dec. 2, 1828. To the St. Louis.	
Wm. W. Wood*.....	May 16, 1829..	May 16, 1829. To Pensacola yard.	
J. F. Whitehill*.....	May 16, 1829..	May 16, 1829. To Pensacola hospital.	
Geo. B. McKnight*.....	Dec. 5, 1828..	Dec. 5, 1828. To Navy yard, Washington.	
Wm. G. Micks*.....	Dec. 30, 1828..	Dec. 30, 1828. To Norfolk station.	
John B. Elliot*.....	May 20, 1829..	May 20, 1829. To hospital at Boston.	
Wm. Tyler*.....	May 23, 1829..	May 25, 1829. To receiving ship, New York.	
Amos G. Gambriell*.....	June 20, 1829..	June 20, 1829. To the Constellation.	
Jones W. Plummer*.....	do ..	June 20, 1829. To the Ontario.	
John V. Smith*.....	June 27, 1829..	June 27, 1829. To coast of Africa.	
Geo. Clymer*.....	July 1, 1829..	July 1, 1829. To the Constellation.	
J. Brenkerhoff*.....	do ..	July 1, 1829. To Mediterranean.	
Danl. Egbert*.....	Aug. 22, 1829..	August 22, 1829. To the Peacock.	
Solomon Sharpe*.....	Sept. 15, 1829..	Sept. 15, 1829. To the Eric.	
PURSERS.			
James Brooks.....	Jan. 7, 1828..	Jan. 10, 1828. To the Porpoise.	
G. C. Cooper.....	March 11, 1829..	June 12, 1829. Leave of absence.	
F. B. Stockton.....	do ..	August 25, 1829. To the Shark.	
F. G. McCauley.....	March 27, 1829..	June 17, 1829. To the Ontario.	
Wm. A. Slacum.....	June 8, 1829..	August 22, 1829. To the Peacock.	
Nathl. Wilson.....	Oct. 6, 1829..	Dec. 25, 1829. To the Pacific.	
CHAPLAINS.			
John P. Fenner.....	Feb. 25, 1828..	April 7, 1828. To Washington yard.	
G. W. Ridgely.....	April 24, 1828..	Oct. 13, 1828. To Philadelphia yard.	
Chas. S. Stewart.....	Nov. 1, 1828..	Nov. 15, 1828. To the Guerriere.	
Wm. Ryland.....	May 23, 1829..	June 17, 1829. To Washington yard.	
Tim. J. Harrison.....	Oct. 2, 1829..	Oct. 8, 1829. To Norfolk yard.	
MARINE OFFICERS.			
Theo. Bainbridge.....	May 24, 1828..		
A. C. McLean.....	March 11, 1829..		
Jas. W. Shaumburgh.....	do ..		
NAVY AGENTS.			
Andrew Armstrong.....	April 24, 1828..		
Jno. N. Sherburne.....	July 11, 1828..		
Isaac Phillips.....	March 3, 1829..		
J. T. Robertson.....	do ..		
John Loughton.....	April 24, 1829..		
Wm. L. Robeson.....	April 27, 1829..		
Nash Legrand.....	Aug. 8, 1829..		
Chas. P. Tutt.....	May 13, 1829..		
NAVAL STOREKEEPERS.			
Richard H. Ayer.....	May 1, 1829..		
Robert Joyner.....	May 20, 1829..		

NAVY DEPARTMENT, *May 29, 1830.*

* These young gentlemen were appointed assistant surgeons by the late Secretary of the Navy. Their appointments were subsequently suspended for a time, and finally they were reappointed, and some of them to bear date in 1829.

21ST CONGRESS.]

No. 429.

[2D SESSION.]

ANNUAL REPORT OF THE SECRETARY OF THE NAVY, SHOWING THE CONDITION OF THE NAVY IN THE YEAR 1830.

COMMUNICATED, WITH THE PRESIDENT'S MESSAGE DECEMBER 7, 1830.

Report of the Secretary of the Navy.

NAVY DEPARTMENT, December 6, 1830.

The following report of the transactions of the navy of the United States, during the present year, with a view of the several subjects connected with its interests, is respectfully laid before the President of the United States.

The state of the navy, since the communication made to you in December last, has been, generally, favorable to its active exertions in the important pursuits in which it has been engaged. No distressing casualty or marked calamity has assailed it since the loss of the sloop-of-war *Hornet*, information of which lamented event was received prior to the adjournment of the last session of Congress.

The active force employed within the year has not been essentially varied from that kept in service for several years past. This consists of five frigates, ten sloops-of-war, and four schooners; of these, the most efficient squadron, composed of two frigates and four sloops, has been required to cruise in the Mediterranean sea, where, from the large interest engaged in mercantile adventures to the several States on its coasts, its presence was deemed of most importance. This has continued under the command of Commodore Biddle. Two of the vessels composing it have been relieved, their terms of service having expired, and their places supplied by the sloops-of-war *Concord* and *Boston*; the former being first ordered to convey the United States minister to Russia, and the latter to take the United States consul general to the Barbary powers.

The state of these vessels has been represented to be, in point of order and preparation for service, every way worthy of approbation, and the discipline exact, without rigor, promising all required efficiency in its force. Under the command of this able and vigilant officer, all the necessary protection has been given to the trade in that quarter, no case having come to the knowledge of the Department of injuries from piratical attacks; and, with the several States and sovereignties bordering on its coasts, the best understanding has been preserved. This squadron continues to rendezvous at the port of Mahon, in the Island of Minorca, a privilege which has been conceded by the government of Spain, affording great conveniences to the United States squadrons, especially at seasons when their safety would be endangered by remaining at sea. Here they enjoy a respite from the labors and dangers of the ocean, in climate mild and favorable to the restoration of the health of their crews, after long and laborious service at sea.

Other changes in the vessels employed in this sea are contemplated during the next year, but the force is not proposed to be diminished; nor, in the present agitated condition of the contiguous States, could this be done without subjecting the commercial enterprises of the country to the casualties attending a state of warfare, should such be the unhappy result of the present hostile indications in that quarter.

The squadron appointed to cruise on the coasts of Brazil and Buenos Ayres, and the Pacific ocean, has been steadily engaged in guarding the United States mercantile interests on these coasts. This service has been performed with fidelity and success; and the flag of the Union now gives full security to the merchandise it is authorized to introduce and exchange with the respective countries to which it is carried.

The cessation of hostilities between the States of Chili and Peru and the mother country, and between Brazil and Buenos Ayres, has greatly favored the advances of trade, and diminished the hazards of mercantile adventure with every part of the South American continent. But the unstable and inefficient governments of a part of these States forbid the idea that this can be long enjoyed, without embarrassments and vexatious interruptions, unless it shall be sustained by the presence of an active protecting force. It cannot, consequently, be believed to be consistent with good policy to lessen the efficiency of this force.

Several of the vessels composing these two squadrons will be relieved in the course of the next year, preparations for that purpose being in active progress. It is also contemplated to make some changes in the description of force to be employed on the Atlantic coast of South America, adapting it better for the harbors it is forced to look to for security against the tempestuous weather so often experienced on these coasts.

In a former communication made to you, it was noticed that the sloop-of-war *Vincennes*, commanded by Captain Finch, which had composed one of the squadrons in the Pacific ocean, had been directed (after the expiration of the term limited for the cruise on the coast of Chili and Peru) to touch at the Marquesas, Society and Sandwich Islands; and, after spending the necessary time in looking to the United States commercial concerns in that quarter, to take Canton, &c., in the way, and thence, by the Cape of Good Hope, to pursue the usual route to the United States.

This order has been faithfully executed; the ship has returned in good condition, with its crew well disciplined and in excellent health.

The particulars of this voyage are given in the report of Captain Finch. These have a claim to the attention of the public, from the information afforded on many points relating to the character and habits of a people just emerging from a state of simplicity and ignorance, and, from their peculiar locality, necessarily controlling the comforts of a large number of United States citizens who annually visit them.

The great amount of tonnage and capital employed in the whale fisheries, in the adjoining seas, makes its convenient prosecution a matter of no inconsiderable concern to the nation.

The necessity, also, for repose after the long voyages required by this trade, and the want of supplies for health and convenience, and repairs of the vessels, render these islands places of general rendezvous; and it is consequently of great importance that the most friendly intercourse be maintained with the

inhabitants. Captain Finch, by his judicious and conciliatory deportment, has probably secured a long continuance of kindly treatment to his countrymen from these people, and has added greatly to the prospects of a successful termination of their enterprises.

Some extracts from this report are hereby transmitted, marked A.

The squadron which has been maintained in the West Indies and Gulf of Mexico consists at present of four sloop-of-war and three schooners, under the command of Commodore Elliott. Several changes have been made in the vessels employed on this station, in consequence of the expiration of the terms of service of the crews, or the want of repairs of the vessels. No causes are supposed to exist making it necessary to add to this force; nor can it be safely diminished, although the energy and activity with which it has guarded the United States trade may be said, for the present, effectually to have suppressed piratical aggression.

The great facilities afforded by the inlets and harbors of the islands in the Mexican Gulf for the resort and concealment of the vessels engaged in the commission of piracies; the class of population with which these islands abound, composed of refugees and outlaws, escaped from the punishment due for crimes committed in other countries, give advantages for piratical enterprises scarcely known in any other quarter of the globe. Nothing short of the exertion of positive and continued force can be expected to keep these marauders in check, and give the desired security to trade.

The invasion which took place, during the last year, of the territories of the Mexican States, by an armament from the Island of Cuba, having given ground for apprehension that the United States trade to these States might suffer from the pretexes afforded by this state of conflict between the two countries, an act was passed at the last session of Congress authorizing the employment of some additional force upon that station. In conformity to the provisions of that act, the frigate *Brandywine*, under the command of Captain Ballard, was equipped and dispatched for that coast, and continued for several months to cruise in its vicinity. Whatever danger might have threatened the trade in that quarter has been effectually parried by the means taken for its protection; and this ship, after returning to the United States for necessary refittings, has since sailed to join the Mediterranean squadron and relieve the frigate *Java*.

It is believed that great advantages might be derived from changing, to a certain extent, the description of naval force employed in the West Indies, especially for the suppression of piracy.

The proposed change would consist of the substitution of three schooners in lieu of one of the sloop-of-war now employed in that service.

Vessels of this force would be fully able to cope with and capture any piratical cruiser which might be expected to be encountered on this station; and they would possess the greater advantage of multiplying, by the increased number of the squadron, the chances of discovering the enemy, while their structure and inferior size would diminish the risk of being known in their approaches. Their lighter draft of water would favor the pursuit into the obscure recesses and haunts of these cruisers, and give the important facility of entering many of the harbors on the Mexican Gulf, for security against the frequent hurricanes prevailing in tropical climates.

It is respectfully recommended that an appropriation be made for building the proposed number and description of vessels.

The health of the officers and crews of the United States vessels-of-war has been generally good, and uninterrupted by the attacks of the epidemic and malignant fevers which are so readily engendered in tropical climates, and which exert such fatal influence on the constitutions of persons not familiarized to a residence in them. This may be ascribed, in some degree, to the improved system of ventilation, and the great neatness observed in the economy of vessels-of-war, and the adaptation of the diet and dress of the crews to the temperature of the coasts and countries where their duties are to be performed. The modern discoveries in chemical science have also been resorted to, to preserve the mariner from the attacks of these fatal maladies. Several communications have been received from the surgical department of the navy, by whom experiments on the chloride of lime were ordered to be made, giving the results of their observations on its powers in preventing the generation of such diseases.

From these a few extracts have been taken, and are herewith transmitted, marked B.

These furnish subjects for congratulation to the friends of the improvement of the condition of the seaman's life, and indicate that the period is not remote when a service in the climates of the torrid zone will no longer be the terror of nautical men, but will be performed with as fair a prospect of exemption from disease as is now experienced in the temperate latitudes.

It is to be regretted that an exception to this general healthfulness of the navy has been experienced in one of the vessels of the West India squadron.

From the communications of Commodore Elliott, it appears that the yellow fever made its appearance on board the sloop-of-war *Peacock*, some time in the month of June last, and that it continued to harass the crew of that vessel after its return to Pensacola, in September; nor were its attacks intermitted until it had deprived the service of four valuable officers and of several seamen.

It is worthy of remark, that on board this vessel the powerful preventive agent above mentioned was not used, the surgeon relying, for the preservation of the health of the crew, on the superior cleanliness and well ventilated state of the vessel.

The Commissioners of the Navy Board, interpreting the act making an appropriation for the repairs of vessels in ordinary, and the wear and tear of vessels in commission, as admitting a greater latitude in its application to naval purposes than it is believed, was contemplated by the framers of the law, or was admissible by a fair construction of its terms, have caused to be built, out of that fund, a new sloop-of-war, in the place of the "*John Adams*," which had been found defective in the model, and otherwise unfit for repair.

This subject was referred to your consideration, and, in conformity to your decision, an order has been issued, requiring that in future the application of this fund shall be confined to the repairs of vessels in ordinary, and the wear and tear of vessels in commission; and that no vessels shall be built or rebuilt, unless authorized by a specific appropriation.

The condition of the navy hospitals at most of the navy yards in the United States is entirely deficient in the means of giving accommodation to the invalids of the navy, who may be so unfortunate as to require it. At most of these places the only provision made for their comfort, during illness, is some temporary shelter or old building, possessing no one of the requisites necessary for this purpose. The mariner, who returns after a long and faithful service in distant and uncongenial climates, finds no asylum prepared for his reception and recovery from disease, incident to such service, but is compelled to linger

out his life in crowded and confined apartments, even less favorable to his restoration than the hold of the vessel from which he has been discharged.

The funds which have accrued from the monthly deductions of the pay of the navy, and the several appropriations made by Congress, have been expended in the erection of two magnificent buildings, neither of which has been finished, and but one of them (at Norfolk, Virginia) is applicable to or designed for the accommodation of the sick. For several years to come, there cannot be such an accumulation of navy hospital capital as will enable the commissioners of that fund to engage in the construction of other useful and permanent buildings for these objects.

At Pensacola, to the mild and salubrious climate of which the invalids of the navy look with so much anxiety as a place of refuge and restoration from tropical pestilence, there is no building which will even protect the sufferers from the inclemencies of the weather, much less secure to them the conveniences and comforts which their situation demands.

At New York, and at Charlestown, Massachusetts, the necessary lands have been purchased, with the navy hospital funds, for the erection of buildings for the use of the sick, and are in every respect favorably situated for affording the advantages which such establishments should possess.

These sites, in the vicinity of stations which are of so much importance to the navy, from the number of efficient recruits enlisted at them for its service, remain unimproved, and unprovided with the buildings that are indispensable for the welfare of the invalid.

The laws passed at the last and preceding sessions of Congress for the gradual improvement of the navy, the protection of the ships in ordinary, and for the preservation of the materials for naval purposes collected at the different navy yards, have received a due share of the attention of the Department.

The construction of the two dry docks, authorized under the first of those acts, at Boston and Norfolk, is progressing. The one at Boston is now in such a state of advancement as to induce the expectation that it may be brought into operation during the ensuing year, or early in 1832. The completion of these two laborious and expensive works will mark an important advance in the progress of our naval improvements. Repairing the ships-of-war of the larger classes, hitherto a work of so much labor, expense, and hazard, will, by the conveniences afforded by these docks, be rendered comparatively easy, and may be executed, not only without risk and at far less cost than formerly, but in a manner better securing both the strength and durability of the ship. Paper marked C, annexed, contains information in detail on this subject.

Extensive houses have been prepared for the reception of materials provided under this act, and other buildings are in progress, which will give complete protection to the large stores now deposited at the different yards, and those which are to be delivered under existing contracts.

The necessary examinations required by this act, to determine the practicability and expediency of erecting a marine railway at the Navy yard, Pensacola, have been made by one of the United States engineers.

The views of this officer on this subject were laid before the Board of Navy Commissioners, and they have expressed the opinion that it is not expedient or proper, under the restrictions and conditions imposed by the act, to cause the construction of this desirable improvement to be attempted.

It is indispensable, however, that some facility should be afforded at this most convenient position for the repairs of the vessels-of-war engaged in the West India service. It is proposed that a wharf suitable for these purposes should be built, in place of the contemplated railway; and the necessary estimates for its erection are in readiness to be transmitted.

Further efforts have been made for the execution of this act as far, as it relates to the preservation of the live oak growing on the coasts of the Atlantic and Gulf of Mexico.

By the fourth section of this act, the President is authorized to provide for the preservation of this timber; but it seems to have been intended that the power should be limited to that object. An interpretation of the law has, heretofore, been entertained, extending this power not only to the planting of the acorns, and the cultivation of plantations of young trees, but to the purchase from individuals of lands producing them. The paper accompanying this, marked D, shows the amount which has been expended on these plantations, and the sums which have been paid to individuals for the purchase of tracts of such land.

When it is considered that this timber is the natural product of the coast of the United States from the St. Mary's to the Sabine; that the greater part of this belongs to the United States, and is proposed to be retained with a view to preserving a supply of this important material for the navy, it can scarcely be necessary for the present to engage in its artificial propagation or culture.

Under an impression that this system is neither expedient, nor in conformity to the intentions of the act, an order has been given to discontinue the works after the expiration of the present year.

But the preservation of this timber is an object of great importance, and should be prosecuted with an active and undeviating purpose.

In aid of those measures which have been heretofore resorted to, a vessel of such draft of water as was adapted to the navigation of the rivers and creeks of the coasts of Florida and the Gulf of Mexico has been selected and fitted out, and the command given to a vigilant and enterprising officer of the navy, who has been required to visit, from time to time, as the seasons or circumstances would permit, every section of these coasts, and to use the utmost efforts to suppress further depredations upon the public interests. Surveyors and agents have also been directed to explore such parts of the coast as abound with the live oak, to designate the boundaries between private and public claims to land, and to mark out such tracts as they may think it most conducive to the public interest should be reserved from sale.

The accompanying report of the Fourth Auditor of the Treasury, marked E, shows the several sums which have been paid in carrying into effect the act of 3d March, 1819, and other acts, making appropriation for supporting and removing certain persons of color from the United States to the coast of Africa. It appears from this statement, that, under authority of these acts, 252 persons of this description have been removed, to the settlement provided by the Colonization Society on the coast of Africa; and that there has been expended therefor the sum of two hundred and sixty-four thousand seven hundred and ten dollars.

These several acts appear to have been passed in a spirit of justice and benevolence, to repair, as far as possible, the injuries inflicted by the citizens of the United States upon the defenceless persons who are the subjects of the African slave trade; and the appropriations have been made with a liberality corresponding with the humane intentions of the framers of the laws.

The terms of these acts are sufficiently defined to be readily intelligible. It would seem that the authority given to the President was limited to the support of the negroes or persons of color during their stay in the United States, to their removal to the coast of Africa, and to the delivering of them to the care of an agent, &c. There is no power expressly vested in the Executive to provide, after such delivery, either for their support or protection. A liberal interpretation of the law might permit some allowance to be made for their maintenance after being landed, until they could find employment by which it might be earned. But this even would be authority from inference only, and should be cautiously exercised.

The practice has been to furnish these persons with provisions for a period of time, after being landed in Africa, varying from six months to one year; to provide them with houses, arms, and ammunition; to pay for the erection of fortifications; for the building of vessels for their use; and, in short, to render all the aids required for the founding and support of a colonial establishment.

This latitudinous interpretation of the law has resulted in the heavy expenditures detailed in the annexed report. Understanding the law in the limited acceptation represented above, it will, in future, be executed accordingly, and every effort made by the Department to confine the application of this fund within the pale of its provisions.

The term for which the crew of the frigate *Java* had been enlisted having nearly expired, that vessel has been ordered to return to the United States; in doing which, the commander has been required, in furtherance of the humane policy pursued by the government, to touch at the settlement at Liberia, and to aid in enforcing the laws which have been enacted for the suppression of the slave trade.

In a communication heretofore made to you, the opinion was expressed, that the number of navy yards now established and in operation was greater than was required for the present wants of the naval service, and that a part of them were liable to the further objection of inconvenient location, both from their great distance from the ocean, and the deficiency in the depth of water for the larger classes of vessels.

This opinion has not been changed by any information since obtained, or by subsequent consideration of the subject.

Should it, however, become the necessary policy of the government to make a great addition to its naval force, it is possible they may all be found useful, especially for the repairs of the smaller classes of vessels, and as depots for materials for the navy, collected from the contiguous country.

Whatever course may be pursued in relation to these establishments, it is believed to be of the utmost importance to the security and general interests of the navy that other positions be sought for, possessing greater advantages, and not liable to the objections which have been mentioned.

Few positions on our maritime frontier offer all the requisites for such purposes. But where these are found, it cannot be good policy to neglect the measures necessary to secure the possession and improvement of them.

The advantages believed to be possessed by the Dry Tortugas, in the Gulf of Mexico, for such establishment, have heretofore been represented to Congress, and it is much to be desired that the opinions of the intelligent naval officers who have recommended this position, should be tested by the more minute examinations of engineers, possessing the scientific knowledge necessary for its accurate determination.

Pensacola, as a place of depot and resort for vessels-of-war requiring supplies or repairs, has much to recommend it, being contiguous to that part of the United States coast which, it may be presumed, it will long be necessary should be guarded, particularly by that class of vessels which can safely enter its harbor, possessing a healthful climate, and the country in its neighborhood abounding with the best materials for the construction of vessels-of-war. But, as a place of general rendezvous, for fleets or squadrons composed of ships of the largest classes, it cannot, in the present state of the entrance into its harbor, be regarded as offering the required facilities.

From a report made by the Department of War to the House of Representatives on the 5th February, 1830, it appears that a survey was made of this harbor during the preceding year, with a view of determining the practicability of deepening the channel of the entrance into this harbor, and thus adapting it to the great purposes of a naval depot for the United States navy.

The result of this survey was entirely favorable to the expectation of success from such an undertaking, and at an expense not estimated to exceed \$107,000. Whether the work, if it could be accomplished, would secure a permanent facility of entrance, uninfluenced by the operations of the tides and storms, can only be determined by the experiment. The object, however, was one of deep interest to those sections of the United States embraced within the valley of the Mississippi, as well as to those engaged in conveying their productions to market.

The communication made by the Commissioners of the Navy, dated 19th October, 1829, and addressed to you, with the report on naval affairs, at the commencement of the last session of Congress, afforded some views in relation to the fitness of the harbor of Newport, Rhode Island, or some place in the Narraganset Bay, for a naval depot and rendezvous for the United States navy.

From this it appears that the general advantages of this harbor or bay, for such purposes, are, in some respects, superior to any position east of the Chesapeake Bay. In addition to the information furnished by this document, it will be found, on reference to the surveys of Captains Evans and Perry, made by order of the Navy Department in 1815 and 1817, that the places referred to combine almost every advantage desirable for such an establishment; especially a facility of ingress and egress, with a sufficient depth of water for ships of the largest classes, and of a capacity to permit the largest fleets to ride within their waters, in security from storms, or obstructions from accumulations of ice; that its proximity to the ocean gives all the advantages of convenient attack or retreat from an enemy; and that, from the number and nature of the channels of entrance and departure, a fleet could not be blockaded within it without an application of force incomparably greater than the one intended to be shut up; and that it is believed to be defensible at an expense far less than that which has been incurred for similar objects. In addition to these important advantages, it is described by the officers above named as admitting of the entrance of vessels with the wind blowing from points of the compass during the prevalence of which it would be impossible to make a port in any harbor on the eastern coast of the United States. This peculiar facility might, if the harbor was properly defended, result in the security of a fleet from the attacks of a superior enemy, and affords the strongest inducements to provide for its scientific survey, and the determination of all the points connected with the subject.

It is respectfully recommended that an appropriation be made, authorizing such survey, by the proper

engineers, of the harbor of Newport, or other positions on Narraganset Bay, with a view to the selection of a site offering the greatest number of these advantages, and susceptible of defence at the least expense to the nation.

Some difference of opinion having taken place between the commissioners of navy yards, who were appointed to examine the sites at the Navy yard in Brooklyn and Governor's Island, to determine which of the two positions was more eligible for a naval depot and a building yard, no selection had been made for the buildings which were required for the several purposes of the establishment. This yard had consequently remained unimproved, to the great injury of the store of materials which had been collected there, as well as the general operations of building and repairing.

The subject having been referred to your consideration, and all the documents explaining the relative advantages of the two sites having been laid before you, it has, in conformity with your opinion, been ordered that the timber-houses shall be erected at the old establishment at Brooklyn until further surveys can be made, affording such minute information as will justify a final disposition of the subject.

The papers herewith transmitted, marked F, furnish statements communicated by the Board of Navy Commissioners.

No. 1 shows the number of vessels-of-war in ordinary at the different stations, their present condition, and the progress which has been made in protecting them from the effects of the weather, and the expense which must be incurred for their thorough repair.

No. 2 shows that there are now on the stocks, well protected from the weather, and in a very advanced stage of preparation, five ships of the line and seven frigates. These can be readily finished and put in commission whenever the exigencies of the service may demand an increase of the naval forces.

An important circumstance attending this condition of the vessels alluded to, is that they may be retained for any length of time in their present situation, with- out material injury from any cause of decay, and that this is effected at an expense scarcely worth estimating.

No. 3 exhibits the measures taken for the protection of the vessels in ordinary from further decay.

The list marked 4, giving a view of the quantity of materials for the navy collected at the several places of depot, shows that, making all due allowance for that portion which has been rendered unfit for use by their long exposure to the weather, there is still remaining a large supply of the most valuable qualities.

The great loss which has been suffered from the causes mentioned above, has made it necessary to urge the adoption of measures to prevent its future occurrence; and instructions have been issued to provide in time the necessary houses and timber-sheds, so as to guard against the injurious exposure of the materials to the weather after they shall have been deposited at the respective navy yards.

The accompanying extracts of letters, marked G, addressed to the Department by the officers of the navy, who have had opportunities of witnessing the employment of canvas made from cotton on board their respective vessels, are herewith presented for your consideration.

The results of their observations go far to confirm the favorable anticipations which have been entertained of the value of this kind of canvas. And the opinion may now, with some confidence, be offered, that this article of domestic production will ultimately supersede the necessity for the importation of foreign hemp for the manufacture of a large portion of the canvas required for the United States navy.

The laws for the government of the navy are believed to require revision. Under the vague and indeterminate provisions of these laws, it can scarcely happen that similar degrees of punishment will be awarded for similar degrees of offence.

The tribunals invested with the power of trying persons charged with violations of these laws may, in many cases, (if the party has been found guilty,) sentence the offender to suffer the severest penalty of the law, or dismiss him with the mere nominal punishment of reprimand—the words of the law, in several of its most important articles being, that the offender shall, on conviction, &c., “suffer death, or such other punishment as the court shall adjudge.”

Amongst the evils and odious features of the law, as an institution, this very uncertainty has been cited as one justly meriting the opprobrium which has been attached to it; and prevailing, as it does, almost every part of this system, it furnishes, independently of other defects, an urgent motive for a reconsideration of the subject by the national legislature.

Believing that the usefulness and the reputation of the navy are connected essentially with its obedience to the laws and regulations enacted for its government, the Department has been most assiduously endeavoring to promote their proper observance, and to cause the duties of its officers, especially of its junior members, to be discharged in alternate routine, thus imposing on each a share of the burdens, and giving to all the advantages to be derived from a practical attention to them.

In a communication made to the honorable chairman of the Committees on Naval Affairs in the S. senate and House of Representatives, on the 16th February last, proposing a peace establishment, some remarks were offered, supporting the opinion that it was just and expedient that an increase in the rank of its officers should constitute a part of the naval system.

While the United States marine was confined to a few frigates and smaller vessels, no advantage could have been gained, in any point of view, from higher grades in the naval service than that of captain. But since the great increase in the number and size of the United States vessels-of-war, and as occasions arise in the service for their combinations into fleets or squadrons, other duties, arduous and responsible, and requiring the possession of superior nautical science and general intelligence, devolve upon their commanders. These higher degrees of qualification for the service, the fruit of long and unrelenting devotion to their requirement, merit a correspondent elevation in professional rank and distinction.

It has been supposed, also, that superior rank has a tendency to secure the enforcement of discipline, inasmuch as the orders of a superior are more readily and faithfully observed than those of one of equal grade.

The increase may certainly obviate some causes of irritation in the intercourse of the officers of the navy with those of foreign nations, the least powerful of which have higher grades than are known in this service, and universally claim honors and precedence according to their rank. These must either be yielded or intercourse suspended; and this could not but result injuriously, should it be necessary for the United States vessels to co-operate with those of other nations in any difficult naval enterprise.

The subject of an increase of the pay of the officers of the navy has heretofore been brought to your consideration, and you are again respectfully referred to the suggestions offered in the report made to you on the 1st December last.

In anticipation that this measure will receive favorable consideration, estimates, founded on the scale of increased compensation proposed at the last session of Congress, are herewith transmitted.

The authority which is given to the Department to make allowances out of the contingent fund, to cover the expenses of the officers of the navy for various incidental purposes, forms an important item in its duties and powers. The disposition of this large fund is wholly within the control of the Secretary of the Navy, and its application only limited by his sense of justice and expediency.

Without urging that this discretion has, at any time, been improperly or unjustly exercised, it may be said that it unquestionably offers the means of committing great abuses by extravagant grants or allowances to some, while these benefits may be wholly withheld from others.

As far as it is practicable, these allowances, now contingent, should be specifically designated, securing, without the abuse of the fund, a just return to the parties for the sums necessarily expended for such incidental purposes.

This, in many cases, may be effected by legislative enactments, particularly as relates to traveling expenses, attendance on courts-martial, either as members or witnesses, the pay of judge advocates, and to officers engaged on extra duty beyond the limits of their stations, &c.

In the absence of precise legal provision on these points, the allowances in future will be confined strictly to the sums believed to be necessary to meet the expenses of officers so employed.

In the report made to the honorable the chairman of the Committee on Naval Affairs in the House of Representatives, on the 21st of January last, a recommendation was offered, proposing some modification in the powers and duties of the Board of Commissioners of the Navy.

The Department has not found cause to change the opinion then expressed, that a division of the duties of the Navy Board would have a tendency to secure the discharge of its various duties more for the public benefit; that it would especially favor this, by directing "the undivided attention of the officer to the class of duties which may be confided to his management;" "that this exclusive devotion of his time and talents to a single train of services would enable him to attain a more intimate knowledge of their interests," to adopt a better system for their execution; and "that it would secure a stronger individual responsibility for their faithful discharge."

The considerations enumerated above offer their own recommendation; and being in concurrence with the sentiments of the board itself, a body which from experience has derived the means of forming correct opinions on the subject, it may be fairly presumed that the adoption of the measure will result in much public utility.

The documents marked H, I, K, show the number of deaths, dismissals and resignations, which have occurred within the present year.

The estimates for the year 1831 are herewith transmitted, marked L.

The appropriations for the present year have been found more than sufficient for its current expenditures; and there will remain of them an unexpended balance, probably exceeding one million of dollars.

It has been doubted by many able and observant officers of the navy whether the marine corps, as constituting a part of the naval force, might not be dispensed with, without materially diminishing its efficiency. On this point, the opinions of many of the superior officers of the navy were called for, and presented to the honorable chairman of the Committee on Naval Affairs of the Senate, during the last session of Congress. These, it appeared, were by no means in accordance with each other; and this diversity of sentiment amongst persons best qualified to determine the question has induced the Department to withhold any recommendation on the subject.

The laws authorizing the establishment of this corps provide that it shall be governed by the "same rules and articles of war as are prescribed for the military establishment of the United States, according to the nature of the service in which it shall be employed," &c. Under this provision, it has been determined that marines, while serving at navy yards, shall be governed by military regulations. By this decision, two systems of discipline are brought into operation on persons employed on duty at the same establishment. The inconveniences of such an arrangement must be apparent. The perfect preservation of good order at the navy yards demands that the commander should have the exclusive government of all persons employed in service within the limits of his command.

As a measure tending to give reputation and efficiency to the navy, the cultivation of the minds of those who are to compose its active members is a subject of great national interest. It is a fact which will not be questioned, that the early education of the officers of the navy is entirely unequal to the character they have subsequently to sustain.

Few appointments under the government involve a necessity for more general and scientific attainments. As officers of the navy, they are required to act as judges of the law and evidence, on trials of their brother officers, for offences affecting the lives and characters of the accused; as commanders of ships, they should possess not only a practical acquaintance with seamanship, but an accurate knowledge of those branches of mathematics connected with the science of navigation, with astronomy and geography; and, as commanders of fleets or squadrons, they must be well informed on all points of international law, having reference to the rights of neutrals and belligerents, the often recurring question of the rights of blockade, and other interdictions of intercourse between powers standing in this relation to each other; to possess an accurate acquaintance with the modern languages, to enable them to enter into discussions on points of difference which may arise with the representatives of foreign States speaking such foreign language; and it may often happen that the communications can only be advantageously made in the language of the party with whom the subject of dispute may exist. The sons of the wealthy may obtain these advantages from the bounty of their parents; but, without the aid of public instruction, how are the sons of the less affluent to become qualified to command in the naval service?

It may be further remarked, that while a school, on the most liberal and comprehensive plan of instruction, has been provided for the military talent of the country, and has been endowed with every attribute for the advancement of the education of the youth who aspire to a share in the toils or honors of a military life, the only provision which has been authorized by law for the instruction of the midshipmen in the navy is to be found in the allowance of \$25 per month to the schoolmasters retained on board the larger vessels-of-war.

The reports on the concerns of the navy hospital and navy pension funds will be transmitted as soon as the accounts of the several agents are received. The remoteness of the residence of some of the agents of the pension fund makes it difficult and inconvenient to obtain complete statements of their transactions to be rendered within the time prescribed by the act of 23d April, 1800.

In presenting views of the policy which it may be for the public interest should be pursued in reference to the naval establishment, it may be observed, that the rapid increase of the population and general resources of the nation, which has already taken place, and is daily advancing, leaves little to be dreaded from invasions of its territory by an external foe, detached as it is from the great warlike powers of the world.

It will be on the ocean, and in the transit of its mercantile enterprise to distant markets, that the nation may be regarded as most vulnerable; and to this point should its efforts for defence be chiefly directed.

The great expense attending the support of so large a naval force as may be occasionally required to give security to the commercial pursuits of the country, and to protect the accessible portions of the coasts from invasion and attacks of a foreign foe, makes it a matter of leading importance that a system be pursued which shall place the resources of the country in a condition to be readily brought into action whenever the necessity presents itself, without incurring the expense of maintaining such large force when its services are not wanted.

This, doubtless, will be found to be a task of much difficulty. It may, however, it is believed, in some measure be attained by steadily adhering to the course suggested to you in a former communication: to provide for the collection of supplies of all the materials for the construction of a navy, which require much time to put them in a condition for use, and which can be preserved without material deterioration or decay; to the preparation of these by seasoning and other processes, and the preservation of them after being so prepared, until required to be used; to retain no more vessels-of-war in commission than are required for the immediate wants of the service, and to cause those which it may be judged proper should be built to be reserved on the stocks, properly sheltered, until their services are called for by the national wants; to provide for the effectual repair and preservation of the vessels in ordinary; to appoint to the service no larger number of junior officers than can be kept actively employed, either at sea, at the stations on shore, or in the acquirement of a knowledge of the various branches of their professional education. On this latter point it may be remarked, that to keep in the pay of the government a greater number of these officers than can be usefully employed, is not only a prodigal waste of the public money, but a prodigal abuse of the character of the youth of the country. When thus appointed to the navy, and taken from the guardianship of their natural friends, and thrown, without restraint or occupation, upon society, it can rarely happen that they escape the dissolute and enervating habits incident to a life of idleness and indulgence.

Every day's experience gives confirmation to the opinion, that the worst effects to the moral and professional characters of the midshipmen of the navy result from this state of emancipation from parental guardianship, unrestrained by the active discipline of the service to which they nominally belong.

Should the exigencies of the nation demand a sudden increase of the corps, it would be far safer to resort to appointments made for the occasion than to rely upon supernumeraries thus become negligent and insubordinate, and who, if brought into service, would rather tend to weaken than to augment its strength.

Other subjects believed to have a claim to consideration are, the state of the unsettled accounts of the disbursing officers, a general survey of the coasts, harbors, &c. The former was brought to your notice during the last session of Congress; the latter, as a measure affording information on the geographical positions of the principal capes and promontories, the depth and direction of the channels of the bays and harbors, &c., is a subject intimately connected with the security and prosperity of the United States navy. To these your attention is again respectfully invited.

JOHN BRANCH.

DOCUMENTS COMMUNICATED TO CONGRESS BY THE PRESIDENT AT THE OPENING OF THE SECOND SESSION OF THE TWENTY-FIRST CONGRESS, ACCOMPANYING THE REPORT OF THE SECRETARY OF THE NAVY.

List of papers accompanying the report of the Secretary of the Navy, December 6, 1830.

- A. Nos. 1 and 2. Extracts from the report of Captain Finch, &c.
- B. Extracts from the reports made by the surgical department of the navy, in relation to the use of the chloride of lime.
- C. Paper in relation to the construction, &c., of dry docks.
- D. Statement of expenditures, &c., on account of live oak plantations.
- E. Statement of expenditures, &c., for the removal of Africans to Liberia.
- F. Nos. 1, 2, 3, and 4. Statements in relation to the number and condition of the vessels in ordinary, and building, at the respective navy yards; quantity of materials collected at the several depots, means taken for their preservation, &c.
- G. Nos. 1, 2, and 3. Statement in relation to cotton canvas.
- H.)
- I.) List of deaths, dismissals, and resignations.
- K.)
- L. Estimates for the service during the year 1831.

A, No. 1.

Extracts from a summary of the cruise of the United States sloop-of-war Vincennes, under the command of Master Commandant Wm. B. Finch.

In the fulfillment of my orders, I pursued the route most familiar to commerce since the days of the earliest navigators; of course nothing original has been elicited by it in a geographical way. I was not on a voyage of discovery; my instructions were distinct and specific; and the unlooked for extension of an already long cruise forbade delay at any point where I should touch, or any deviation in attaining the

respective goals appointed at the quickest period, both in regard to the apposite season for the respective passages, and good faith and observance of the renewed terms of engagement with the ship's company.

Yet, professionally, the result is a confirmation, in part, of the remarks and information communicated by Captain Catesby Jones, in so far as our tracks were similar; and the independent ascertainment of the non-existence of Caroline Island, north of the Society cluster, in the situation assigned to it upon Arrowsmith's chart of 1798, and of two other nameless ones, in east longitude, to the westward of Sandwich group, supposed recent discoveries, which are important facts. Had they existed as described, the Vincennes must have met them; for she literally passed over the space which is assigned to their occupancy. So, further onward in the Indian ocean, she passed within a few miles of a supposed shoal mentioned as having been seen from the ship Suffolk, in 1827.

These islands and shoal, it is to be remembered, are stated as being in the way in which a vessel has unavoidably to go in performing the circuit which the Vincennes has accomplished; and alone furnish, separate from other considerations, an almost sufficient inducement for our government to fit out an expedition for the exclusive determination of doubtful islands on those routes pursued by our numerous and enterprising merchants and traders. If islands exist, there may be also reefs, shoals, and breakers. The removal of uncertainty on these heads would relieve navigators from some solicitude, which, under most favoring circumstances, from the nature of the hazardous calling, is already sufficiently great; and would facilitate, also, the voyages in which they might be engaged. The doubtful existence of a spot of land in one's route produces a perplexing circumspection, which often causes a deviation from the direct path, reduction of canvas, rate of sailing, loss of favorable winds, exhaustion of supplies, and probably disappointment in a market, &c., &c.

The Vincennes' voyage will serve to correct a very general and common error, that it is an easy one to a vessel, and of a duration to be computed with precision: neither is the fact. None is more trying to a ship's qualities, hull, rigging, and spars; and only such vessel as is most perfect, in every respect, ought to undertake it. The winds are not to be relied upon with any confidence, either as to the actual points whence they may blow, when or where to be met with, or their strength and continuance: in this opinion and assertion, my diary bears me out fully.

We may have been unfortunate in the season; (however, old sailors at Woahoo said it was the best;) for truly I never saw rougher seas or stronger blows anywhere than we frequently met to the westward of the Ladrone Islands, in the northern part of the China seas, to the westward of Java Head, and near the Banks of Agutbas. If the weather had been freezing temperature, the ship could scarcely have been taken care of or managed.

The opportunity which has been enjoyed by the officers, of personal acquaintance with places, inspection of coasts and ports, and the knowledge acquired as to the stores, supplies, and refreshments to be obtained, are considerations of weight, and, in the event of war, or other enterprises, may avail the nation greatly. Another result is, the demonstration of the practicability of preserving, for a long period of confinement at sea, a crowded crew in an accustomed state of health. A free and unrestrained use of fresh water has been permitted throughout the period of the cruise."

A, No. 2.

Extracts from a letter of John C. Jones, jr., consul of the United States for the Sandwich Islands, to Captain William B. Finch, dated—

OCTOBER, 30, 1829.

You have requested me to give you such information as I may be possessed of, relative to the state, extent, value and wants of the American commerce at these islands, in consequence of the Government of the United States having evinced a lively interest for its better protection and more successful prosecution.

In complying with this request, I shall endeavor to be as concise as possible, and give you such information only as shall be conceived may be most desirable for our government to be informed of. Since the discovery of the whale fishery on the coast of Japan, and the independence of the republics of the western coasts of North and South America, the commerce of the United States, at the Sandwich Islands, has vastly increased. Of such importance have these islands become to our ships, which resort to the coast of Japan for the prosecution of the whale fishery, that, without another place could be found, possessing equal advantages of conveniences and situation, our fishery on Japan would be vastly contracted, or pursued under circumstances the most disadvantageous.

The importance, also, of the Sandwich Islands, to shipsbound from the western coast of North and South America to China or Manilla, has, of late years, been fully tested; the number of such vessels is annually increasing which visit these islands, and they have been found to afford them every advantage for repairing, refreshing, &c., and generally a market for parts of cargoes, which such vessels commonly have remaining unsold at the time of leaving the coast of western America; these vessels, also, generally obtain from these islands a freight of sandal wood, either for Canton or Manilla, which is quite an inducement of itself to attract them to these isles.

The commerce of the United States which resorts to the Sandwich Islands may be classed under five heads, viz: first, those vessels which trade direct from the United States to these islands for sandal wood, and from hence to China or Manilla, and return to America; second, those vessels which are bound to the northwest coast on trading voyages for furs, and touch here on their outward bound passage, generally winter at these islands, and always stop on their return to the United States by the way of China; third, those vessels which, on their passage from Chili, Peru, Mexico, or California, to China, Manilla, or the East Indies, stop at these islands for recruits or repairs, to obtain freight, or dispose of what small cargoes they may have left; fourth, those vessels which are owned by Americans resident at these islands, and employed by them in trading to the northwest coast, to California and Mexico, to China and Manilla; fifth, those vessels which are employed in the whale fishery on the coast of Japan, which visit semi-annually. Of the first class of vessels, which visit these islands annually, the number may be estimated at six, the amount of tonnage eighteen hundred, and the value of vessels and cargoes at three hundred and twenty thousand dollars; of the second class, the number may be estimated at five, the tonnage one thousand, and the value of vessels and cargoes two hundred and fifty thousand dollars; of the third class, the

number may be estimated at eight, the tonnage at two thousand five hundred, and the value of vessels and cargoes at five hundred thousand dollars; of the fourth class, the number may be estimated at six, the tonnage one thousand, and the value of vessels and cargoes at two hundred thousand dollars; of the fifth class, the number may be estimated at one hundred, the tonnage thirty-five thousand, and the value of vessels and cargoes at four millions; thus making the commerce of the United States, which annually visits the Sandwich Islands, amount to one hundred and twenty-five vessels, estimated at forty thousand tons, and valued at five million two hundred and seventy thousand dollars. This estimate is made from the average number of vessels which have visited these islands during the last three years, and will, I believe, be found to be very near the extent and value of our commerce at these islands.

The importance of the Sandwich Islands to the commerce of the United States which visits these seas, is, perhaps, more than has been estimated by individuals, or our government been made acquainted with. To our whale fishery on the coast of Japan, they are indispensably necessary; hither those employed in this business repair, in the months of April and May, to recruit their crews, refresh and adjust their ships; they then proceed to Japan, and return in the months of October and November. It is necessary that these ships, after their cruise on Japan, should return to the nearest port; in consequence, a large majority resort to these islands, certain here to obtain anything of which they may be in want. A small proportion, however, of these ships have proceeded, for supplies and refreshments in the fall, to ports on the coast of California; but as the government of Mexico have now imposed a duty of two dollars and one-eighth per ton on every ship that shall anchor within their waters, whether in distress or otherwise, this will, of course, prevent our whale ships from visiting that coast, and the Sandwich Islands will then remain the only resort for them after their cruise on the coast of Japan.

As the governments of the republics of South America become settled, and peace established on their shores, our commerce with those nations will, undoubtedly, increase; and the result will, of course, have a tendency to bring more commerce to these islands. Here all vessels bound to China, Manila, or the East Indies, will stop on their passage; and the more the advantages which these islands afford to such vessels are known, the more they will become frequented.

When we come to reflect that, only a few years since, these Sandwich Islands were known to exist, and no more; that but lately they were visited by a few ships bound to the northwest coast of America, and they merely stopped to procure a few yams or potatoes; and that there now annually come to this remote corner of the globe forty thousand tons of American shipping, and the prospect is sure that, in no long protracted period, this number will double; we are led to conclude that the Sandwich Islands have been, and will continue to be, immensely more important to the commerce of the United States which visits these seas.

The annual, if not semi-annual, visit of one of our ships-of-war to these islands is conceived to be necessary, and would, no doubt, be attended with the best advantages, affording to our commerce in these seas, protection, assistance, and security.

For this station a sloop-of-war would be sufficient for every purpose required; and, if so arranged as to visit these islands in the months of March, April, and May, and again in October and November, every desired object would then be effected, and the result be that our merchantmen and whalers would come to these islands with perfect security, their stay here be made safe, and many abuses and inconveniences with which they are now shackled would be done away. The very knowledge that a ship-of-war would semi-annually be at the Sandwich Islands, would be of infinite service to our commerce in general which enters the waters of the North Pacific ocean. Since my residence on these islands, as an officer of the government, I have repeatedly, and oftentimes in the discharge of my official duties, felt the want of protection and aid from the power of my government. I have been compelled to see the guilty escape with impunity, the innocent suffer without a cause, the interests of my countrymen abused, vessels compelled to abandon the object of their voyage in consequence of desertion and mutiny, and men who might be made useful to society suffered to prowl amongst the different islands, a disgrace to themselves and their country, and an injury to others, whom they are corrupting and encouraging to do wrong. From such sources our commerce in this quarter of the globe has suffered much, and I have the confidence to believe that the regular visits of our ships-of-war to these islands (their commanders being clothed with sufficient power to act) would have the best tendency to regulate all things, and secure to our commerce everything which it now so importantly feels the want of.

B.

Extracts from a communication made to the Secretary of the Navy by George S. Sproston, surgeon of the West India fleet, dated—

OCTOBER 26, 1820.

Since the date of my last (30th April) the use of chloride of lime, as therein mentioned, has been steadily persevered in on board of this ship, (the *Eric*,) and, in conjunction with other judicious measures of health police adopted since the commencement of the summer, has procured for us, under Providence, an exemption from epidemic disease.

That it has done so, is a fact more strongly corroborative of its efficacy than might seem apparent, were I not to mention that, during the first six months of our service on the West India station, many circumstances in relation to the climate, the ship, and the crew, conspired with great force towards the production of general disease. Such were, in the early months, much rainy and boisterous weather; afterwards, excessive and continued heat, to a degree unusual, even in the West Indies; the crowded and imperfectly ventilated state of the hold and berth deck; the laborious and harassing duties of the crew, their clothing ill regulated, with a small allowance of water, and a paucity of those comforts which are calculated to ameliorate the nature and effects of sea diet. These and many other unfavorable circumstances existing during the first cruise, gave to the cases of fever which occasionally did occur (about forty in all) a high grade of character, and powerfully predisposed to the development of general disease. That epidemic malignant fever was not produced, I unhesitatingly ascribe to the unremitting use of chlorine, and such other measures of precaution as it was in the power of the medical officers to adopt.

On board of the other vessels of this squadron, where the chloride of lime has been used, still happier results have been obtained. I believe that a case of fever of any description has not occurred in any of them. On board the *Peacock*, however, the chloride of lime, or chlorine in any form, had not been used. The high order and supposed general sweetness of this vessel were deemed to render it unnecessary. The fact, therefore, stands in high relief, that there has not yet occurred in our navy an instance of malignant disease where the chloride of lime has been steadily used as a preventive.

C.

Statement showing the progress which has been made in the erection of the dry docks at Boston and Norfolk, and in the procurement of timber, under the law of the 3d of March, 1827, for the "gradual improvement of the navy."

The operations attendant on the construction of the dry docks have progressed satisfactorily during the past year, under the directions of the attentive and able engineer to whose superintendence their construction has been confided. The progress has been as great as could have been expected, from the limited space and amount of heavy materials to be used. Nothing has occurred to interrupt or embarrass the works on the *dry dock at Boston*, except, perhaps, the want of stone, which has not been supplied so fast and as regularly as was desired; but, under the most favorable circumstances, masonry of this kind, and for such purposes, does not, to obtain substantial and good work, admit of the dispatch with which works rising above ground can be prosecuted. Some very slight interruption of the work took place on account of the extraordinary high tide on Friday, the 26th of March last. About three feet of water found its way into the dock, but was cleared, so that the work was recommenced on the following Monday. This tide was one and a half inches higher than the tide of 1786, which was ten inches higher than any previous tide within the memory of the oldest inhabitant then living. From these facts it appears the height fixed for the coping of the dock is *level* with the great tide of 1786; one inch and a half *below* the great tide of March last; eight inches *above* the tide of March, 1825, and ten inches *above* the high tide of October, 1829.

From an inspection of the plan, it is estimated that a little more than three-fourths of the whole masonry is laid; about one-half of the hammered part of the remaining fourth is ready dressed on the ground, and a good deal more will be laid the present fall, if the season continues favorable; and, by the first of August next, it may be presumed, the whole stone masonry, including the coping, will be completed.

The site intended for the great wells and engine house has hitherto been necessarily occupied by the stone and stone hammerers, so that, without great inconvenience and embarrassment, these parts of the works could not be taken in hand; preparations, however, are now making for commencing them; they will be prosecuted during the winter, and early in the next spring they will be finished.

Various attempts have been made, both by written contracts and verbal agreements, to procure timber for the turning gates, which have proved unsuccessful, owing to great difficulty in procuring timber of the required form and size. Should it prove impracticable to obtain the curved pieces, the ribs must be formed or composed of planks bent and bolted together to the required curvature. Should the weather continue favorable a few weeks longer, the whole masonry of the head and chamber of the dock will be raised to within fourteen feet of the top; and, during the winter, the banking up to the same height will be effected. This circumstance will greatly facilitate all the labor of the remaining part of the masonry; and there is no doubt that, during the next season, the whole banking up and leveling the ground about the dock, even with the coping, can be accomplished. The turning gates, if an early supply of timber should be obtained next spring, may be nearly erected in the coming year; after which, the floating gate, removal of the coffer-dam, clearing out the entrance to the dock, &c., &c., will be the principal objects of expense.

The following are the principal parts of the work which remain to be executed, with an estimate of the probable cost of each; the first seven items will probably be completed during the ensuing year, and the three last will remain till the dock is finished.

No. 1. Finishing masonry will probably cost.....	\$30,000
No. 2. Engine house.....	15,000
No. 3. Wells, tunnel, cisterns, &c., &c.....	7,000
No. 4. Pumps, &c., &c.....	21,000
No. 5. Turning gates, &c.....	10,000
No. 6. Small gates, &c.....	3,000
No. 7. Banking up.....	4,000
No. 8. Removing coffer-dam, opening channel.....	5,000
No. 9. Floating gate.....	20,000
No. 10. Removing steam engine, restoring wharf, &c.....	3,000
	\$118,000

There has been expended on this dock, up to the 31st October, for materials, \$60,221.28, and for labor, \$71,497.34, making the sum of \$131,718.62, disbursed since November, 1829; add to which, \$111,853.94½ for materials, and \$138,531.53½ for labor, previously expended, making the total amount of disbursements on this dock, from its commencement, \$382,104.10½.

The work on the *dock at Norfolk*, during the past year, has been carried on successfully. The whole foundation floor has been completed, and nothing which deserves particular notice has occurred, either from the accumulation of water or caving of the banks, to embarrass the works. A considerable mass of rough masonry, as well as some of the hammered stones at the entrance, and a part of the mitre sill, have been laid. The average height of the rubble work, or rough masonry, is sixteen feet; and the banking up has progressed so far as almost to prevent any future caving or sliding of the banks. Upwards of

five thousand cubic yards of rubble work have been laid, and a new boiler for the steam engine has been engaged, which there is no doubt will, by its improved form, cause a saving in fuel that will nearly if not quite cover this additional cost.

Examinations of the coffer-dam have been often carefully made, to see what effect the worms had upon the piles. During the last summer, it was ascertained that the sheathing originally put down for their protection had completely answered the purpose, and the dove-tailed timber piles were found to be sound. Some of the heads of the great tie-bolts, which rested against the coffer sheathing of ribbons or guide timbers, have been corroded, and it is expected that others must be substituted; in other respects, the coffer-dam appears to be firm and safe.

The delay and embarrassment which took place early in the past season have been avoided since, by allowing persons to deliver rubble stones at a stipulated price per cubic yard as they measure in the work, without entering into formal written contracts for stipulated quantities; and there is now a good supply, with a fair prospect of not being again in want of stone of this description. Of dimension stone, about 3,500 cubic yards have been received, and a large supply is on hand, in readiness to make considerable advances in that part of the masonry this winter. Some interruption in parts of this work has happened, on account of the loss of two vessels by shipwreck; but other parts of the masonry were carried on at the same time, so as to produce but little detriment to the work. It is doubtful whether this dock can be ready for use quite as soon as stated in the last report, although the great mass of the work will be finished; during the summer of 1832, it may doubtless be completed.

On this dock there has been expended, up to the 31st ultimo, for materials..... \$109,802 15
For labor..... 80,819 17

Making..... \$190,621 32

disbursed during the past year; add to which, \$62,763.82 for materials, and \$117,428.92 for labor, previously expended, making the total amount of disbursements on this dock, from its commencement, \$370,814.06.

Under the several contracts which have been made under the act of 3d of March, 1827, for the live oak frames of five ships of the line, five frigates, and five sloops-of-war, deliveries have been made of three hundred and twenty-one thousand seven hundred and fourteen cubic feet, at the following yards, viz:

	For 74s.	For 44s.	For sloops.
Portsmouth		2,882	5,675
Boston	70,939	47,439	9,753
New York		13,757	
Philadelphia		36,940	7,736
Norfolk	69,891	20,319	8,778
Washington		18,593	9,012
74s	140,830	139,930	40,954
44s		139,930	
Sloops.....		40,954	

Making, together..... 321,714 cubic feet, for which has been paid the sum of three hundred and sixty-eight thousand three hundred dollars and fifty-five cents.

The timber delivered since the 3d of March, 1827, under the contracts with Teas & Van Hook, Waller & Taber, and R. F. Scofield, is embraced in the foregoing statement of live oak for frigate frames.

D.

Statement exhibiting the expenditures on account of the gradual improvement of the navy, under the act entitled "An act for the gradual improvement of the navy of the United States," approved March 3, 1827, from the passage of that act to September 30, 1830, designating, as far as practicable, the year and the object of expenditure.

Object of expenditure.	1827.	1828.	1829.	1830.	Aggregate.
Live oak timber.—Purchase of live oak, cut to moulds ..	\$45,219 13	\$110,895 00	\$150,173 59	\$47,184 36	\$352,972 09
Live oak lands.—Purchase of a plantation in East Florida, for the culture of live oak		10,261 11			10,261 11
Live oak plantation.—Expenditures in preparing and cultivating the plantation, and agent's salary			5,081 64	4,383 38	9,465 02
Live oak examination and surveys.—Salaries of the agents for examining and surveying the live oak lands in Louisiana, Florida, &c., including their per diem allowance and traveling expenses.....	2,147 63	4,952 14	7,110 52	433 98	14,644 27
Live oak protection.—Salary of agent in protecting the live oak on the public lands in Louisiana.....		300 00	425 00		725 00
Dry docks.—Expenditures for materials and labor, in building dry docks at Gosport, Virginia, and Charlestown, Massachusetts, including the salary of the engineer and his assistants.....	45,239 63	183,923 21	260,587 82	135,738 79	630,489 45
Dry dock lots.—Purchase of sundry lots or pieces of ground at Gosport, Virginia	16,375 00	500 00			16,875 00

D.—Statement—Continued.

Object of expenditure.	1827.	1828.	1829.	1830.	Aggregate.
Dry dock examinations.—Per diem and traveling expenses of the Commissioners of the Navy.	\$285 90	\$1,859 60	\$624 61	.....	\$2,770 11
Timber sheds.—Expenditures for the erection of sheds for the preservation of timber in navy yards. ....	.....	16,318 26	31,440 06	\$2,033 37	49,791 69
Boat sheds.—Expenditures for the erection of sheds for the preservation of boats. ....	.....	.....	2,356 11	9,159 73	11,515 84
Magazine.—Expenditures for building a magazine and bridge at Gosport, Virginia. ....	.....	.....	6,581 50	.....	6,581 50
Miscellaneous.—Purchase of stone, glass, timber, iron, copper, bricks, shingles, &c., and for labor performed; the vouchers for which do not specify the particular object of expenditure.	6,124 53	18,099 21	8,982 13	621 67	33,827 54
	\$115,301 82	\$351,608 53	\$473,363 98	\$199,555 29	\$1,139,918 62

AMOS KENDALL.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 4, 1830.*

E.

TREASURY DEPARTMENT, *Fourth Auditor's Office, August, 1830.*

Sir: Upon the accounts of Joseph Mechlin, Esq., agent for the reception of recaptured Africans upon the coast of Africa, by you referred to me, I have the honor to report the following facts:

This agent derives his official existence and powers from the act of Congress, passed March 3, 1819, entitled "An act in addition to the acts prohibiting the slave trade."

The first section authorizes the President to employ any of the armed vessels of the United States in cruising upon the coast of the United States and of Africa, with the view of capturing any vessels employed by citizens or residents of the United States in the slave trade, and delivering over to the marshals, or other persons appointed to receive them, all negroes found on board, destined for slaves.

The second section provides "that the President of the United States be, and he is hereby, authorized to make such regulations and arrangements as he may deem expedient for the safe keeping, support, and removal beyond the limits of the United States, of all such negroes, mulattoes, or persons of color as may be so delivered and brought within their jurisdiction; and to appoint a proper person or persons, residing upon the coast of Africa, as agent or agents for receiving the negroes, mulattoes, or persons of color delivered from on board vessels seized in the prosecution of the slave trade by the commanders of the United States armed vessels." The act further provides for the transportation of such negroes, &c., as may have been illegally imported into the United States, and appropriates \$100,000 to give effect to its provisions.

All the powers possessed by the agent on the coast of Africa are derived from the 2d section of the act above quoted. By a literal interpretation of the provision, it would seem that the person to be appointed agent must be *residing upon the coast of Africa previous to his appointment*, and that his official duties are performed when he has *received* the negroes from the commanders of the vessels in which they may be transported. It is by inference only that he is entitled to any compensation for his services, or any remuneration for the expenses which may attend the disposition of the negroes after they are received.

Connecting this act with the fact that the Colonization Society was then preparing to effect a settlement on the coast of Africa, with the view of affording an asylum for free people of color and emancipated slaves, it is probable Congress expected that some person or persons residing in the proposed settlement would be appointed to receive the recaptured negroes, and that the final disposition of them, when they did not immediately return to their own countries, would be embraced in the benevolent plans of the Colonization Society. It might have been supposed that the society, which was preparing to transport and provide for numerous Africans freed from bondage in the United States, would not hesitate to provide for those whom the government had saved from slavery, and delivered to them without charge in their own colony. In so doing, they would have been acting in accordance with the original objects of their institution—the lessening of the evils of slavery in the United States, and the suppression of the slave trade. It may have been thought that the government had done all it legitimately could, when it returned the captured negroes to the shores of their native continent.

It would seem that the terms of the act were hardly sufficient to authorize the *establishment of a colony*, owing allegiance to the United States, and entitled to protection, if even Congress itself possesses a right to authorize such an establishment. In the simple grant of power to an agent to *receive* recaptured negroes, it requires broad construction to find a grant of authority to *colonize them, to build houses for them, to furnish them with farming utensils, to pay instructors to teach them, to purchase ships for their convenience, to build forts for their protection, to supply them with arms and munitions of war, to enlist troops to guard them, or to employ the army or navy in their defence.*

There appears to have been difficulty in construing this act immediately after its passage. At the next session of Congress, President Monroe sent a message to both Houses, (see Senate Journal, page 33, Dec. 20, 1819) from which the following are extracts:

"Some doubt being entertained respecting the true intent and meaning of the act of the last session, entitled 'An act in addition to an act prohibiting the slave trade,' as to the duties of the agents to be appointed on the coast of Africa, I think it proper to state the interpretation which has been given to the act, and the measures adopted to carry it into effect, that Congress may, should it be deemed advisable, amend the same before further proceeding is had under it." "On due consideration of the

several sections of the act, and its humane policy, it was supposed to be the intention of Congress that all the persons above described, who might be taken under it, and landed in Africa, should be aided in their return to their former homes, or in their establishment at or near the place where landed. Some shelter and food would be necessary for them there as soon as landed, let their subsequent disposition be what it might. Should they be landed without such provision being previously made, they might perish. It was supposed by the authority given to the Executive to appoint agents residing on the coast of Africa, that they should provide such shelter and food, and perform the other beneficent and charitable offices contemplated by the act. The coast of Africa having been little explored, and no persons residing there, who possessed the requisite qualifications to entitle them to the trust, being known to the Executive, to none such could it be committed. It was believed that citizens only, who would go hence well instructed in the views of their government, and zealous to give them effect, would be competent to these duties, and that it was not the intention of the law to preclude their appointment," &c. "On this view of the policy and sanctions of the law it has been decided to send a public ship to the coast of Africa, with two such agents, who will take with them tools and other implements necessary for the purpose above mentioned. To each of these agents a small salary has been allowed—fifteen hundred dollars to the principal, and twelve hundred to the other." "Special instructions will be given to these agents, defining in precise terms their duties in regard to the persons thus delivered to them; the disbursement of the money by the principal agent, and his accountability for the same. They will also have power to select the most suitable place on the coast of Africa, at which all persons taken under this act shall be delivered to them, with an express injunction to exercise no power founded on the principle of colonization, or other power than that of performing the benevolent offices above recited, by the permission and sanction of the existing government under which they may establish themselves."

Nothing was done by either House of Congress to explain the act of the preceding session. The President, accordingly, in pursuance of his own construction, appointed Samuel Bacon principal agent, and John P. Bankson assistant agent. The agent was authorized "to form an establishment in the Island of Sherbro, or elsewhere on the coast of Africa, by an amicable arrangement with the government of the island, or such other place as he might select;" to build barracks for the accommodation of three hundred persons, and to prepare provisions, clothing, tools, and implements. "It is distinctly understood," say his instructions, "that you are not to connect your agency with the views or plans of the Colonization Society, with which, under the law, the Government of the United States has no concern. You are not to exercise any power or authority founded on the principles of colonization, but to confine yourself to that of performing the benevolent intentions of the act of Congress of the 3d March, 1819."

As it had been determined that provisions and accommodations might, under the act of Congress, be prepared in advance for the Africans who might be returned to their own continent, it was construed also to admit the sending out of mechanics and laborers to build barracks or houses for them. The agent accordingly took out with him thirty-three men, eighteen women, seventeen male children, and twenty female children—in all eighty-eight persons. As the men went out as mechanics and laborers for the United States, and the women "as cooks, seamstresses, nurses, and washerwomen," the act of Congress was construed to admit of sending out provisions for the support of themselves and families.

They must have tools as well as provisions; and therefore the agent took out "one wagon, several wheelbarrows, ploughs, iron work for a saw and grist mill, a fishing seine," and a variety of farming utensils.

They must be protected from the violence of enemies; and therefore the act was construed to admit the sending out of arms and munitions of war for their use. The agent was accordingly authorized to take out "two six-pounders with shot, one hundred muskets with accoutrements, ten kegs of common powder, and two of priming powder."

They must carry on some intercourse with their neighbors; and therefore the act was construed to admit the sending out a "four-oared barge," the property of the United States.

Thus accompanied and prepared, the agent sailed for Africa, and was safely landed at Sierra Leone, with his stores, munitions, and people. At Sierra Leone he purchased a schooner for the use of the contemplated establishment, and, after some delay, transported his people and effects to the Island of Sherbro. There the agent and his assistant soon sickened and died. Many of the mechanics and laborers, and their families, perished; most of the residue were scattered abroad, and the provisions and stores sent out chiefly wasted and destroyed.

On the 1st December, 1820, Jonathan B. Winn was appointed agent, and Ephraim Baron assistant agent. The new agent took out sixteen men, twelve women, and ten children, to supply deficiencies among the mechanics and laborers first sent out, caused by death and dispersion. He also took out four liberated Africans. He landed with his company at Sierra Leone, collected as many as possible of the first company, and of the stores sent out with them, and, after considerable delays, occasioned by difficulties in selecting a site for the establishment of the agency, finally transported his company to Cape Mesurado, which had been selected and purchased by the Colonization Society, in concert with the agent of the government. They landed there in January, 1822, and were left by the agent in June, living in comfortable dwellings erected by themselves. The schooner *Augusta*, purchased by Mr. Bacon, being much out of repair, another schooner, called the *Calypso*, had been purchased by the new agent for the use of the establishment.

In May, 1822, the Secretary of the Navy directed that ten liberated Africans should be delivered to J. Ashmun, for transportation to Africa, who also took out fifteen men, twelve women, and ten children, to be attached to the agency. The Secretary also authorized him to take out, at the expense of the government, 15,000 hard red bricks, 5,000 feet assorted lumber, thirty barrels ship bread, eight of tar, four of pitch, four of rosin, and two of turpentine.

On the 15th May, 1822, Doctor Eli Ayres, who, on the 21st of the preceding July, had been appointed "a surgeon, for the purpose of affording medical assistance to the United States agents, and the mechanics, laborers, and families employed under their direction, and to the negroes and persons of color who may be delivered," &c., was appointed principal agent, with a salary, as agent and surgeon, of \$2,000. He was authorized to take out, at the public expense, a frame for a house, boards, scantling, shingles, &c., four window frames, with glass, nails, bolts, locks, &c., two carts, and a hand-mill to grind corn and rice, with powder, cannon, shot, lead, &c.

Previous to the arrival of Doctor Ayres, and subsequent to his departure from Liberia, where his stay was short, the management of the agency was in the hands of Jehudi Ashmun, agent of the Coloni-

zation Society. Ten liberated Africans, sent out in 1823, were returned to their own country, which was within forty or fifty miles of the settlement.

In March, 1824, Doctor Ayres resigned the agency, and Mr. Ashmun received a temporary appointment. To him a large quantity of provisions, clothes, leather, axes, lumber, and various other goods, were sent in 1824.

Fortifications had been built, guns mounted, and the arms and munitions furnished by the United States employed in the defence of the settlement. To the government, also, were charged all the supplies employed in repelling sundry attacks of the natives upon the settlement.

In June, 1824, R. R. Gurley was appointed agent; but the management of the agency was soon devolved again upon Mr. Ashmun.

In January, 1825, the Secretary of the Navy authorized the erection of "a building for the residence and instruction of the recaptured Africans, and a superintendent." He also directed the agent to "make application to the proper officers of the Colonization Society for an allotment of a certain portion of their land, as may be fixed upon, for the use of the recaptured Africans, that they may be instructed in agriculture," &c.

In the same month, Mr. Ashmun reported that he had appointed "a superintendent of captured Africans," "a secretary pro tempore," a "storekeeper," and "a conductor of ordnance;" and that he was erecting two buildings, containing "a residence for the superintendent, a school room, and chapel," together with apartments for liberated Africans. He had repaired the old agency house, and was building a new one; had built a small building, to be attached to the agency house, to be temporarily employed as a rice granary and storehouse; was collecting materials for a storehouse; was proceeding to build a stone pier at the landing; was about to repair a tower for defence; and, by building and repairing, had two boats "employed in transporting rice." He had organized a regular guard, and enlisted "seven men for the service." He had previously had on his ration list two hundred persons, but they were then reduced to sixty-eight. He expected, however, to furnish rations for about eighty. He had fifteen pieces of cannon and three swivels, besides small arms.

The salaries and allowances of all the officers appointed, the men enlisted, and persons employed in these improvements, together with the cost of the materials, were charged to the United States.

The number of liberated Africans then under charge of this formidable agency, was *fifteen*. "Nine," says Mr. Ashmun, "are in possession of plantations of their own; the remaining six, whose age and acquaintance with agriculture forbid a separate allotment of lands, cultivate a small farm in common, under their superintendent."

In the same month the Secretary directed a considerable quantity of provisions and goods to be sent out, with a quantity of lumber, a parcel of carpenter's tools, "ten dozen porter, ten gallons Madeira wine," and seeds to be distributed in the colony.

In November, 1825, an additional quantity of provisions was directed to be sent out, and, in December, an additional supply of arms and munitions of war.

In the instructions of Doctor John W. Peaco, who was now appointed agent, he was authorized to employ the *colonists* "in labor and defence," at the expense of the government. It is observed: "The necessity of keeping a military force in the pay of the government is not sufficiently apparent to authorize such a step in the present advanced condition of the colony, or without further evidence of its utility," &c. The right to keep up such a force is here clearly recognized. It is further observed: "It is very desirable that the recaptured Africans should remain at the agency so long as to acquire some knowledge of the arts and comforts of civilized life; but should any of them discover their nation and country, and desire to return to their homes, you will not oppose their wishes, but facilitate and promote them."

The principles upon which Mr. Ashmun had thus far practiced were thus recognized by the Secretary of the Navy. The act of 1819, which authorized the appointment of an agent or agents to receive liberated Africans on the coast of Africa, was construed to admit the building of school houses and chapels for them, of *paying teachers to civilize and christianize them, superintendents to teach them agriculture and "the arts and comforts of civilized life."* In fine, the act which seems intended merely to facilitate the return of liberated Africans to their own countries and families, was, by construction, made to authorize the appropriation of the power and means of the government to their civilization, and to their location and protection in a new community.

In 1825, and early in 1826, the agent, who had introduced an efficient military organization into the settlement, was involved in hostilities with certain slave dealers, and others, in his neighborhood, and, in various expeditions, liberated and carried to the agency about 170 slaves. These, also, he supported and instructed at the expense of the government, until he was informed by the Secretary of the Navy that they could not be brought within the provisions of the law, and must cease to be a public charge.

In February, 1827, there were no liberated Africans under the care of the agent, but he was building a new town for a number who were expected.

Dr. Peaco, who went out and returned, leaving the agency still in the care of Mr. Ashmun, reported, from Philadelphia, January 1st, 1827, the "persons constantly employed at Liberia, who received their pay, &c., from the government," as follows, viz:

"Henry Nelson, carpenter and house joiner, and four apprentices, in finishing the buildings for the Africans expected from Georgia, and other buildings, at (an annual salary of)	\$600
"Anthony D. Williams, superintendent.....	300
"James Thompson, assistant superintendent.....	300
"Elijah Johnson, storekeeper.....	200
"W. L. Weaver, assistant to United States agent.....	300

"To these may be added, W. Draper, house joiner, employed at the agent's house per job, and from three to five boat builders; besides which, blacksmiths, caulkers, extra carpenters, masons, sawyers, laborers, seamstresses, nurses, &c., are frequently employed, who receive goods from the public stores for their services."

In August, 1827, one hundred and forty-two liberated Africans were received at the agency, sent out by the government from Savannah, in Georgia. The buildings erected there were not then completed, and a schooner was building at the expense of the United States.

On the 2d April, of that year, instructions were sent to the agent, that "in no case are the supplies now or hereafter to be furnished to be distributed among the liberated Africans at the agency, or among

the colonists;" and he was directed to "discharge all the superintendents and agents of every description who have been and are under pay, except those whose services are absolutely necessary." On the 12th December he was instructed "not to expend any more money on the public buildings."

In October, 1828, Dr. Richard Randall was appointed agent. All the recaptured Africans previously sent out had ceased to be a charge upon the agency, and he was informed that he would have little to do but to take care of the public property.

Dr. Randall died in April, 1829, and Dr. Joseph Meehlin, who had gone out as assistant agent, succeeded him as principal. In March, 1830, he received from Florida ninety-one liberated Africans, sent out by the government.

The accounts of Dr. Meehlin are those now under consideration. I have entered into the foregoing detail for the purpose of showing what principles have been adopted and acted upon heretofore, by those in the administration of the government, relative to the affairs of this agency. Whatever the government itself can lawfully send out for the use of the recaptured Africans, the agent may lawfully purchase for their use in case of necessity. Accordingly, in the accounts of the various agents heretofore settled, charges have been allowed for the purchase of, perhaps, every species of article which has been shipped from the United States for the use of the establishment. From a comparison of Dr. Meehlin's vouchers with those passed to the credit of his predecessors, there is, I believe, not one without precedent to support it, so far as it regards the *principle* of the claim. Indeed, it would, perhaps, be difficult to imagine an expenditure incident to the business of human life, which is not in principle embraced in the settlements heretofore made of the accounts of the agents for the reception of liberated Africans at Liberia.

Nothing is more evident to my mind than the proposition that a large portion of these expenditures is not justified by the language or object of the act of 1819. Yet a different construction has been put upon that act by the government itself; that construction has prevailed through a series of years; it has governed the settlement of all the agents' accounts. Mr. Meehlin was appointed agent with the same powers as his predecessors; he expected, and had a right to expect, that his accounts would be settled upon the same principles; indeed, a large portion of his payments is for services rendered under their management. If the message of the President, the instructions given to the agents, and the precedents set in the settlement of their accounts, are not law, it could not be otherwise than that the agent should consider them a *sure guide* in his official acts, and fully explanatory of the meaning of the law as understood by his superiors. To apply another construction and new rules to the settlement of his accounts, and make them operate retrospectively, would certainly be a great hardship, if not unjust.

It seems to me right and proper that his accounts should now be adjusted upon the principles heretofore settled by the instructions and acts of the government; and that, for his future guidance, a new set of instructions be given, conformable to the opinion entertained by the present Executive.

It appears to me that the whole business of this agency requires remodeling. Its expenses far exceed those of such an establishment as would be fully competent to all the objects embraced in the acts of Congress.

The whole number of negroes transported to Africa by the government since the passage of the act of 1819, is, according to the best information I can collect, less than 260. The appropriations for their support in the United States, transportation to Africa, and superintendence there, have amounted to \$264,710. Every liberated negro has, therefore, cost the United States near *one thousand dollars*. But immensely the greater portion of this money has been paid, not for the direct support and comfort of the negroes themselves, but for the salaries, compensation, and subsistence of those who have been employed to keep, provide for, superintend, and teach them; for buildings, vessels, implements of industry, arms, munitions of war, and supplies in defence. To say nothing of the principles involved in the Navy Department building, arming, and maintaining forces on a distant continent, where there is no naval station, and raising and maintaining an army, or an armed force, in a foreign land, certainly such an extensive and costly establishment is not necessary for the accomplishment of every object contemplated by the acts of Congress.

It is not, however, my province to recommend any measure of curtailment to the Navy Department. In relation to the accounts of the agency, the whole object of this report may be summed up in two points:

First. From necessity and the justice of the case, I think the accounts of the present agent ought to be settled upon the same principles which have been recognized and acted on in the accounts of his predecessors.

Secondly. I solicit for the agent a new set of instructions, conformable to the views entertained by you of law and policy in relation to that agency, and so specific as to obviate all future difficulties in relation to the powers, duties and accounts of the agent.

If it meet your approbation, I shall feel at liberty to proceed with the settlement of the accounts, until the new instructions take effect, according to the rule above suggested.

On reference of the case to the Attorney General, as now presented, I am confident that he would be of opinion that this course is admissible and just, whatever he might think of the powers granted by the law of 1819, if the question were one of first impression.

Very respectfully, your obedient servant,
JOHN BRANCH, Esq., *Secretary of the Navy.*

AMOS KENDALL.

F, No. 1.

Statement showing the number, name, state, and condition of the vessels-of-war belonging to the United States now in ordinary; the station at which each is placed; the amount estimated for the thorough repair of each, including stores of every description, with the exception of extra spare stores and provisions; and the time requisite for effecting such repairs.

AT BOSTON.

The number of ships in ordinary at this yard is three, viz: Constitution, frigate of the first class; Independence, ship of the line; and Columbus, ship of the line.

<i>Constitution</i> .—The frame of this ship is sound. She requires new plank from the lower edge of the wales to the rail; new berth, orlop, and spar decks; new ceiling in the hold; channels and galleries new; to be newly coppered and caulked, and some repairs in the different departments. Time necessary to effect the repair, 120 days. Cost, exclusive of stores, as above.....	\$128,081 05
<i>Independence</i> .—The frame of this ship is sound. She requires to be planked anew from the lower edge of the wales to the rail; new ceiling, new decks, and magazine; platforms, new head and cutwater; stern new planked; and to be caulked and newly coppered. Some repairs, also, in the several departments. Time necessary to effect the repairs, 200 days. Cost.....	226,706 77
<i>Columbus</i> .—The frame of this ship is generally sound. Her wales require to be partly renewed, her decks and sides to be caulked, and her bottom and copper repaired, with other slight repairs in the hull. Time necessary to effect the repairs, 80 days. Cost..	101,141 67

AT NEW YORK.

The ships in ordinary at this yard are five, viz: Ohio, Franklin, and Washington, of the line; United States, frigate of the first class, and sloop Falmouth.

<i>Ohio</i> .—The outside plank from the water to the rail, part of the ceiling, clamps, and waist, on the lower and upper gun and spar decks, is decayed; deck frames are good, but some knees require to be removed, to replace the decayed clamps and waist plank; the copper, which has been taken off from light water, requires to be replaced; bulkheads of the wing passages and store rooms to be put up; magazines, light, and bread rooms are to build. The masts and spars, boats and gun carriages, are nearly all yet to make. This is a new ship that has never been fitted out. Time requisite to repair and fit her for sea, 200 days. Cost.....	171,072 69
<i>United States</i> .—In this ship, the wales, three streaks of the waist, the ceiling in the spirit room, and under the magazine and filling room, the after orlop, and part of the fore, with the ceiling under it, must be renewed; the store rooms and masts and zinc must be rebuilt; copper repaired; the main and foremasts, and several smaller spars must be replaced by new ones; four new boats are required, and the gun carriages to be repaired. Time requisite to effect repairs, 70 days. Cost.....	82,164 49
<i>Franklin</i> .—The outside plank from the water to the rail, the channels and rails, part of the keelson and mast steps, all the ceiling below the orlop, part of the clamps of all the decks, the spirketting and waist of the upper gun deck, the waist above the spar deck, the sides and breast hooks in the hold, part of the waterways, and thick work upon them, all the plank of the spar deck, and part of the other decks, the plank and beams of the magazine, platform, a few of the deck knees and beams, and that portion of the frame timber which is of white oak and mahogany, are all in bad condition, and require to be replaced with new; the bottom requires caulking and coppering anew; the joiners' work requires to be nearly all new, and a new set of masts and spars; five new boats are required, and the others repaired; gun carriages on the spar and main decks must be new, and the residue require slight repairs. Time required to effect the repairs, 200 days. Cost, exclusive of stores.....	192,185 16
<i>Washington</i> .—The state and condition of this ship is the same as that of the Franklin, nearly throughout. Time requisite to effect her repair, 200 days. Cost, exclusive of stores..	186,054 94
<i>Falmouth</i> .—This ship is generally in good condition, and requires but slight repairs in the hull, masts and spars, boats, &c. The copper on the bottom is much worn, and requires to be renewed. She also requires caulking throughout. Time requisite to effect her repair, 20 days. Cost, exclusive of stores.....	29,401 81

AT PHILADELPHIA.

There is but one ship in ordinary at this yard.

<i>Cyane</i> , corvette.—The knight-heads and hawse pieces, the bow or forward cant timbers, the two lower breast hooks, the keelson knee, and the hooks which secure the heels of the after cants, are quite rotten. A part of the after cants, the upper transoms, the corner counter timbers, and a part of the midship ones, are defective. The ceiling plank in the hold, particularly forward and aft, the forward pieces of waterways on the gun deck, and much of the plank between the ports, are defective; as also the waterways and battery plank of the spar deck, and the plank of the gun, berth, and orlop decks. On the outside, the principal part of the wales, strings, and plank, between the ports and the hooding ends, from the water upwards, are more or less rotten. With some exceptions the frame of this ship is sound; as are also the clamps, beams, knees, and ledges of the spar and gun deck. In the berth deck, two or three beams are defective, otherwise the frame of this deck is sound; so, also, is the orlop deck and keelson. The plank on the bottom appears to be good. Time requisite to effect the repairs, not returned. Cost, exclusive of stores.....	71,103 61
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AT WASHINGTON.

<i>Potomac</i> .—Frigate of the first class: is the only ship in ordinary at this yard. This ship has never been fitted out, and is in good condition; the masts and spars, and boats, are nearly finished. The former require slight repairs. Per letter of Commodore Hull, of 29th June, 1830, the time requisite to fit out this ship is 90 days. Cost, exclusive of stores.....	70,349 66
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AT GOSPORT.

The ships in ordinary at this yard are in number six, viz: John Adams, Macedonian, Delaware, North Carolina, Congress and Warren.

<i>John Adams</i> .—This ship has been rebuilt, is just launched, and can be completed in a few days. Cost of completing her, exclusive of stores.....	\$33,057 44
<i>Macedonian</i> .—The whole of this ship, except her lower futtocks and floors, are in a state of decay, and requires to be rebuilt. Time required to perform the work, <i>not returned</i> . Cost, exclusive of stores.....	173,133 00
<i>Delaware</i> .—In this ship, some of the beams, deck planks, clamps, waterways, and spirketting on all the decks, are defective in spots. Some defects are also discovered in the ceiling, and the lower after diagonal riders. Before the condition of the bottom can be stated, the ship must be hove down. Time requisite to effect the repairs, 60 days. Cost, exclusive of stores.....	103,892 00
<i>North Carolina</i> .—In this ship, inside, on the spar and orlop decks, a few beams are decayed; and on all the decks the clamps, waterways and spirkettings are in spots decayed. Outside, the wales and channel wales are generally decayed. Several streaks below the wales, and one streak of the counter plank, are also decayed. New main and mizzen channels are requisite. Time necessary to effect her repairs, 120 days. Cost, exclusive of stores.....	149,083 00
<i>Congress</i> .—In the lower hold, the ceiling is generally decayed, and about one-fourth of the frame timbers have been discovered to be defective in the bilge, and the trenails are generally decayed. On the berth deck, the plank and waterways are generally decayed; on the gun deck, the plank are decayed at the butts and nail heads, and are otherwise defective; three beams are also decayed; on the spar deck, considerable defects appear, as well as decay in the plank and waterways. Outside, the plank from the rail to the water is very much decayed, and the timbers cut with anger holes, and shivered with fastenings. To haul this ship up, and give her a thorough repair, the time requisite, one year. Cost.....	148,247 00
<i>Warren</i> .—In this ship, the dry rot has attacked the battery plank inside and outside, as well as some of the timbers. The wales and berth deck clamps, in the neighborhood of the dry rot, are also decayed. The copper is defective at the water's edge, and it is supposed that she will require new copper and caulking all over. Time requisite to effect her repair, <i>not returned</i> . Cost, exclusive of stores.....	52,239 00

RECEIVING VESSELS.

At Philadelphia, the <i>Sea Gull</i> ; Baltimore, the <i>Fox</i> . For the amount of repairs required on these vessels, to suit them for the service in which they are employed, provision has been made in the general estimate, of \$200 each, say.....	400 00
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F, No. 2.

Statement showing the number of vessels now on the stocks, their state of preservation, the yards where stationed, and the time and expense necessary to prepare them for launching.

PORTSMOUTH.

There are at this yard, on the stocks, two ships, the *Alabama*, ship of the line, and *Santee*, frigate of the first class; they are both under houses, and in a good state of preservation.

The <i>Alabama</i> can be prepared for launching in ninety days, at the probable expense for labor and materials, exclusive of joiners' work, of.....	\$38,320 60
<i>Santee</i> .—Can be prepared for launching in seventy days, at an expense for labor and materials (exclusive of joiners' work)	29,341 42

BOSTON.

There are three ships on the stocks at this yard, viz: the *Vermont* and *Virginia*, ships of the line, and *Cumberland*, frigate of the first class. They are all in a good state of preservation; the time and expense necessary to prepare them for launching will be, for the

<i>Vermont</i> , ninety days, at an expense of	48,726 00
<i>Virginia</i> , ninety days, at an expense of	54,334 00
<i>Cumberland</i> , ninety days, at an expense of	49,565 00

NEW YORK.

On the stocks at this yard are the <i>Sabine</i> and <i>Savannah</i> , frigates of the first class, both under houses; the former is in a fine state of preservation, and could be launched in sixty days, at an expense of.....	46,337 00
The frigate <i>Savannah</i> is in a good state generally, but from exposure to the weather previous to the house being built, and from having been caulked, some parts were injured; she is now protected from further decay by a tight covering, and could be launched in one hundred and twenty days, at an expense of	46,435 00

PHILADELPHIA.

At this yard there are two ships on the stocks, viz: the ship of the line <i>Pennsylvania</i> , and the frigate <i>Raritan</i> . The timbers, plank, beams, knees, &c., of both ships appear as sound as when first put together, and both are in a good state of preservation; it will require to prepare the <i>Pennsylvania</i> , six months, at an expense of.....	33,754 00
It will require to prepare the <i>Raritan</i> for launching three months, at an expense of	15,500 00

WASHINGTON.

The frigate *Columbia* is the only ship on the stocks at this yard; she is in a good state of preservation, is protected under a ship house, and can be prepared for launching in sixty days, at an expense of..... \$42,576 49

NORFOLK.

At this yard the line of battle ship *New York* and the frigate *St. Lawrence* are on the stocks: these ships are under permanent houses, but, on examination, the former is found to be decayed in her keel, deadwood, and keelson, and the inside planks of the bilge are decayed in many places, principally amidships. It would require ninety days to complete this ship, at an expense, exclusive of the materials on hand, of..... 37,775 00

The *St. Lawrence* is in a good state of preservation: some partial defects have been discovered in her keelson in boring; her stems and one of her gun deck beams is decayed. The ship could be completed in four months, at an expense, exclusive of materials on hand, of..... 40,085 24

F, No. 3.

The means which have been employed on each vessel in ordinary to protect them from further decay, and the time supposed to be required for completing the protecting measures.

Boston.—The whole of the necessary materials have been procured at this yard, and the frames of the roofs of the *Columbus* and *Independence*, ships of the line, are in their places. Half of the roof and side hurdles of the latter ship are in their places, and the covering of this ship is probably completed ere this. Two-thirds of the hurdles of the roof and half the side hurdles for the *Columbus* are made, and her covering will probably be completed by the 25th current. The whole of the materials, except the iron, have been procured for covering the *Constitution*; the roof rafters are half framed, and the covering will be completed by the 5th of December.

New York.—The materials for covering the ship of the line *Ohio* and the frigate *United States* are now delivering, and their coverings will be completed in the coming month.

Philadelphia.—The only means which have been taken towards the preservation of the *Cyane* have been to keep her upper hatchways closed, to prevent the rain, &c., &c., getting into the ship, and occasionally giving the outside a coat of cheap paint.

Washington.—The frigate *Potomac* has not yet been covered; the materials for this work have been purchased, but, owing to the delay of the contractor in delivering timber, nothing has yet been done towards putting the roof on this ship. The commandant of the yard, however, remarks that the ship has sustained no damage at all for want of this covering, her decks and sides having been covered with a good coat of varnish and paint, and she is now receiving a coat of varnish for the winter. As soon as the timber is furnished her covering will be commenced.

Norfolk.—But little progress has been made at this yard in pursuance of the orders for building coverings over the ships in ordinary, owing entirely to the want of wood materials. A sufficient quantity, however, has now been received, so as to proceed with advantage. The roof of the *Delaware* is framed, and the whole of her covering can be completed in four or five weeks. The other ships can be covered in about six or eight weeks.

F, No. 4.

Table showing the amount of stores on hand at the respective navy yards, per survey of 1829.

	Ports'th, N. H.	Boston.	New York.	Philadelphia.	Washington.	Norfolk.
Increase	\$290,926 00	\$399,133 40½	\$575,032 65	\$299,117 80	\$437,241 49	\$253,927 99
Sloops	46,610 34	.....	21,564 08	21,728 05	15,487 84½	38,118 15
Repairs	36,171 65	347,127 58½	811,523 83	87,310 85	194,726 85½	232,006 86
Improvement	8,459 22	146,954 73	16,334 20	23,397 06	38,218 83	85,550 44½
Provisions .....	.....	12,565 60	11,166 17	170 25	156 25½	8,448 56
Slops .....	.....	986 43½	.....	.....	.....	12,867 75
	\$382,167 21	\$906,767 75½	\$1,435,620 96	\$431,724 01	\$685,831 27½	\$598,609 75½

RECAPITULATION.

Portsmouth	\$382,167 21
Boston	906,767 75½
New York	1,435,620 96
Philadelphia	431,724 01
Washington	685,831 27½
Norfolk	598,609 75½
	<u>\$4,440,720 96½</u>

G, No. 1.

Extract of a letter from Commodore Elliott to the Secretary of the Navy, dated—

PENSACOLA, August 23, 1830.

On an examination of that part of the report of Master Commandant McCall, of this ship, and of Lieutenant Boerum, of the *Eric*, you will perceive that the experimental sails, manufactured of cotton, are in the full tide of successful operation; and I will here take occasion to suggest the propriety of having cotton for the wearing apparel of the seamen manufactured of the same materials, twilled, and dyed of a good indigo blue, for shirts, trowsers, and jackets. This cannot fail to be acceptable to them, and equally healthy in a climate which requires a better absorbent material than linen.

G, No. 2.

August 23, 1830.

Sir: I have the honor to inform you that this ship has been now in commission twelve months, during which time she has been kept almost constantly at sea, and her sails, which are composed of cotton canvass, have been in constant use during that time, having stood the test of the north winds on the coast of Mexico, during the last winter, which are very severe, and often very violent; and during the rainy summer months, the squalls are frequently severe, but of short duration. They are, in a trifling manner, mildewed, and a little chafed.

I have the honor to be, sir, very respectfully, your obedient servant,

E. R. McCALL.

To Com. JESSE D. ELLIOTT, *commanding the United States*
West India squadron, West Indies, Gulf of Mexico.

G, No. 3.

Extract of a letter from Lieutenant Boerum to Commodore Elliott, dated—

August 23, 1830.

With regard to our cotton sails, I have to inform you, sir, that I am much pleased with them; and, so far as my experience may avail, I think they will stand every test. We found as little difficulty in managing them in heavy wet weather as the other sails; and that they hold wind better, nobody will deny.

H.

List of deaths in the navy of the United States, since December 1, 1829.

Name and rank.	Date.	Cause.	Place.
MASTERS COMMANDANT.			
Otho Norris	September 10, 1829..	Lost in the Hornet..	Off Tampico.
Robert M. Rose	August 27, 1830..	Enlargement brain..	Pensacola.
LIEUTENANTS.			
Henry D. Scott	February 16, 1830..	.....	Baltimore.
Daniel H. Mackey	September 10, 1829..	Lost in the Hornet..	Off Tampico.
Jesse Smith	do	do	do.
John L. Thomas	do	do	do.
John Hamilton	do	do	do.
Alexander M. Mull	July 19, 1830..	.....	New York.
William T. Temple	June 23, 1830..	Yellow fever	At sea.
Cary H. Hansford	September 3, 1830..	do	Pensacola.
Jona. W. Sherburne	November 20, 1830..	.....	Baltimore.
SURGEONS.			
William Birchmore	September 10, 1829..	Lost in the Hornet..	Off Tampico.
Henry W. Bassett	August 20, 1830..	Killed in a duel....	Rio Janeiro.
ASSISTANT SURGEONS.			
William Seal	December 18, 1829..	.....	Philadelphia.
John F. Whitehill	September 10, 1829..	Lost in the Hornet..	Off Tampico.
Jacob Jameson	July 30, 1830..	Brain fever	Mahon.
PURSERS.			
Isaac Garretson	January 31, 1830..	.....	Baltimore.
Robert Pottenger	September 10, 1829..	Lost in the Hornet..	Off Tampico.

II.—*List of deaths in the navy*—Continued.

Name and rank.	Date.	Cause.	Place.
PASSED MIDSHIPMAN.			
Edward Schermerhorn.....	September 10, 1829..	Lost in the Hornet...	Off Tampico.
MIDSHIPMEN.			
H. J. Gaedicke.....	December 17, 1829..	.....	New York.
George Briard.....	December 15, 1829..	Consumption.....	Portsmouth.
Lucius Miller.....	January 3, 1830..	Cholera.....	Valparaiso.
Gust. R. A. Brooke.....	September 10, 1829..	Lost in the Hornet...	Off Tampico.
Charles A. Cannell.....	do	do	do.
James N. Forsyth.....	do	do	do.
Edwin Laub.....	do	do	do.
Riché R. Swift.....	do	do	do.
Richard L. Tilghman.....	do	do	do.
Samuel S. Washington.....	do	do	do.
Nelson R. Baker.....	June 22, 1830..	Yellow fever.....	At sea.
Thomas Russell.....	August 28, 1830..	do	Pensacola.
Wm. N. Peters.....	August 8, 1830..	Consumption.....	Virginia Springs.
Alexander L. Dade.....	September 14, 1830..	Drowned.....	Norfolk.
SAILINGMASTER.			
Edward Barry.....	May 2, 1830..	.....	Washington.
BOATSWAIN.			
Simon Jordan.....	June 10, 1830..	Consumption.....	New York.
GUNNER.			
John Burns.....	Sep'tember 10, 1829..	Lost in the Hornet...	Off Tampico.
MARINE OFFICER.			
Colonel William Anderson.....	June 13, 1830..	.....	Norfolk.

NAVY DEPARTMENT, *December 1, 1830.*

I.

List of dismissals from the navy of the United States, since December 1, 1829.

MASTER COMMANDANT.		Date of dismission.	
Name and rank.			
John N. Clack.....		November 24, 1830.	
LIEUTENANTS.			
Edmund Byrne.....		March 31, 1830.	
Hampton Westcott.....		March 31, 1830.	
Charles Ellery.....		November 24, 1830.	
PURSER.			
William P. Zantzinger.....		March 31, 1830.	
PASSED MIDSHIPMEN.			
Charles H. Duryee.....		March 31, 1830.	
Alexander Gibson.....		April 14, 1830.	
MIDSHIPMEN.			
Benjamin S. Slye.....		March 13, 1830.	
Charles G. Hunter.....		March 31, 1830.	
Edmund Burke.....		June 17, 1830.	
Peter Johnson.....		July 26, 1830.	
BOATSWAIN.			
Edward Ingram.....		June 12, 1830.	
CARPENTER.			
George Peale.....		June 16, 1830.	
MARINE OFFICER.			
Lieutenant Colonel Richard Smith.....		February 23, 1830.	

NAVY DEPARTMENT, *December 1, 1830.*

K.

List of resignations in the navy of the United States, since December 1, 1829.

PURSERS.	
Name and rank.	Date of resignation.
Gwin Harris.....	September 29, 1830.
John H. Carr.....	September 30, 1830.
CHAPLAIN.	
Greenbury W. Ridgely.....	September 2, 1830.
MARINE OFFICERS.	
Captain Richard T. Auchmuty	April 1, 1830.
Lieutenant Constantine Smith, (transferred to the army).....	November 20, 1830.
MIDSHIPMEN.	
Wm. C. G. Carrington.....	December 10, 1829.
Wm. H. R. Halsted.....	December 10, 1829.
Archibald Maclean.....	January 19, 1830.
Robert H. Colloun.....	January 21, 1830.
Alexander H. Edwards.....	February 2, 1830.
Daniel L. Randolph.....	February 6, 1830.
Lawson C. Love.....	February 17, 1830.
Henry H. Watters.....	March 16, 1830.
Thomas J. Harris.....	March 27, 1830.
James Heriot.....	March 20, 1830.
Edward Hoban.....	April 13, 1830.
A. H. Coleman.....	May 10, 1830.
Henry D. Maxwell.....	May 13, 1830.
Ezekiel Mulford.....	June 7, 1830.
Thomas Sands.....	June 17, 1830.
Ezra Read.....	June 28, 1830.
Sanford A. Street.....	July 7, 1830.
Jefferson Nailor.....	July 8, 1830.
Charles H. Roy.....	September 25, 1830.
Paul H. Trapier.....	September 28, 1830.
SAILMAKER.	
William Mitchell.....	February 17, 1830.

NAVY DEPARTMENT, *December 1, 1830.*

L.

General Estimate.—There will be required for the support of the navy, during the year 1831, the sum of \$2,649,397.29, in addition to the unexpended balances that may remain on hand on the 1st of January, 1831:

For pay and subsistence of the officers of the navy, and pay of seamen.....	\$1,278,694 03
For pay of superintendents, naval constructors, and all the civil establishment of the several navy yards and stations.....	57,680 00
For provisions.....	173,463 00
For repairs of vessels in ordinary, and the wear and tear of vessels in commission.....	615,419 50
For medicines, surgical instruments, hospital stores, and other expenses on account of the sick.....	25,000 00
For improvement of navy yards, and for necessary repairs during the year.....	244,140 76
For ordnance and ordnance stores. Under this head there will be no appropriation required, as there will be a balance on hand on the 1st January, 1831, sufficient to meet the demands of the year.	
For defraying expenses that may accrue during the year 1831 for the following purposes, viz:	
For freight and transportation of materials and stores of every description; for wharfage and dockage, storage and rent; traveling expenses of officers, and transportation of seamen; house rent, chamber money, and fuel and candles to officers, other than those attached to navy yards and stations, and for officers in sick quarters where there is no hospital, and for funeral expenses; for commissions, clerk hire, and office rent, stationery and fuel, to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowances for persons attending courts-martial and courts of inquiry, and for officers engaged in extra service beyond the limits of their stations; for printing and stationery of every description, and for books, maps, charts, and mathematical and nautical instruments, chronometers, models, and drawings; for purchase and repair of steam and fire engines, and for machinery; for purchase and maintenance of oxen and horses, and for carts, timber wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage; for cabin furniture of vessels in commission, and for furniture of officers' houses at navy yards; for taxes on navy yards and public	

property; for assistance rendered to vessels in distress; for incidental labor at navy yards, not applicable to any other appropriation; for coal and other fuel; for forges, foundries, and steam engines; for candles, oil, and fuel for vessels in commission and in ordinary; for repairs of magazines and powder houses; for preparing moulds for ships to be built, and for no other object or purpose whatever	\$250,000 00
For contingent expenses for objects arising during the year 1831, not hereinbefore enumerated	5,000 00
	<u>\$2,649,397 29</u>

Estimate of the pay and subsistence of all persons in the navy, attached to vessels in commission, for the year 1831: part of first item of general estimate.

	Frigates, 1st class.	Sloops, 1st class.	Schooners.	Total number.	Amount.
	4	11	5	20	
Captains.....	4	.....	.....	4	\$10,640 00
Masters commandant.....	.....	11	.....	11	12,938 75
Lieutenants commandant.....	.....	.....	5	5	5,881 25
Lieutenants.....	24	44	15	83	80,095 00
Masters.....	4	11	.....	15	9,937 50
Pursers.....	4	11	5	20	13,250 00
Surgeons of the fleet.....	4	.....	.....	4	8,045 00
Surgeons.....	.....	.....	.....	11	13,303 24
Surgeons' mates.....	8	11	5	24	19,632 00
Chaplains.....	4	11	.....	4	2,650 00
Midshipmen.....	96	132	20	248	56,544 00
Boatswains.....	4	11	.....	15	4,968 75
Gunners.....	4	11	5	20	6,625 00
Carpenters.....	4	11	.....	15	4,968 75
Sailmakers.....	4	11	.....	15	4,968 75
Secretaries.....	4	.....	.....	4	4,000 00
Schoolmasters.....	4	11	.....	15	5,868 75
Clerks.....	4	11	5	20	6,000 00
Boatswains' mates.....	12	22	10	44	10,032 00
Gunners' mates.....	8	11	.....	19	4,332 00
Carpenters' mates.....	8	11	5	24	5,472 00
Sailmakers' mates.....	4	11	5	20	4,560 00
Quartermasters.....	36	55	20	111	23,976 00
Quartergunners.....	48	66	15	129	27,864 00
Yeomen.....	12	33	5	50	10,800 00
Captains' stewards.....	4	11	5	20	4,320 00
Captains' cooks.....	4	11	.....	15	3,240 00
Coopers.....	4	11	.....	15	3,240 00
Armorers.....	4	11	.....	15	3,240 00
Armorers' mates.....	4	.....	5	9	1,620 00
Masters-at-arms.....	4	11	.....	15	3,240 00
Ships' corporals.....	8	.....	.....	8	1,344 00
Cooks.....	4	11	5	20	4,320 00
Masters of the band.....	4	.....	.....	4	864 00
Musicians, 1st class.....	16	.....	.....	16	2,304 00
Musicians, 2d class.....	12	.....	.....	12	1,440 00
Seamen.....	600	660	70	1,330	191,520 00
Ordinary seamen.....	480	330	35	845	101,400 00
Landsmen.....	200	220	15	535	41,760 00
Boys.....	108	132	25	265	19,080 00
	1,760	1,914	280	3,954	\$740,289 74

Fifty-four passed midshipmen, in addition to allowance as midshipmen, viz: \$6 per month and one ration per day each..... \$8,815 50

Fifty-one midshipmen who may become entitled to be arranged as passed midshipmen after their examination, \$6 per month and one ration per day each.....	8,325 75	17,141 25
		<u>\$757,430 99</u>

Estimate of pay for officers, non-commissioned officers, musicians, and privates, and subsistence for the officers of the marine corps, for the year 1831.

PAY.

One lieutenant colonel commandant, at \$75 per month.....	\$900 00
Four lieutenant colonels, by brevet, at \$60 per month.....	2,880 00
One paymaster, at \$60 per month.....	720 00
One quartermaster, at \$60 per month.....	720 00
Four captains, at \$40 per month.....	1,920 00
Twenty-three first lieutenants, at \$30 per month.....	8,280 00
Sixteen second lieutenants, at \$25 per month.....	4,800 00
One surgeon, at \$60 per month.....	720 00
One sergeant major, at \$10 per month.....	120 00
One quartermaster's sergeant, at \$10 per month.....	120 00
One drum major, at \$9 per month.....	108 00
One fife major, at \$9 per month.....	108 00
Seventy-one sergeants, at \$9 per month.....	7,668 00
Seventy-three corporals, at \$8 per month.....	7,008 00
Twenty drummers, at \$7 per month.....	1,680 00
Twenty fifers, at \$7 per month.....	1,680 00
Seven hundred and fifty privates, at \$6 per month.....	54,000 00
Extra pay to the adjutant and inspector, at \$30 per month.....	360 00
Pay for five clerks, viz: one for the lieutenant colonel commandant, one for the paymaster, one for the adjutant and inspector, and two for the quartermaster, at \$20 per month for each.....	1,200 00
	<u>\$94,992 00</u>

SUBSISTENCE.

One lieutenant colonel commandant, 12 rations per day, is 4,380 rations, at 20 cents.....	\$876 00
Four lieutenant colonels, by brevet, 5 rations per day, is 7,300 rations, at 20 cents.....	1,460 00
One paymaster, 4 rations per day, is 1,460 rations, at 20 cents.....	292 00
One quartermaster, 4 rations per day, is 1,460 rations, at 20 cents.....	292 00
Four captains, 3 rations per day, is 4,380 rations, at 20 cents.....	876 00
Twenty-three first lieutenants, 4 rations per day, is 33,580 rations, at 20 cents.....	6,716 00
Sixteen second lieutenants, 3 rations per day, is 17,520 rations, at 20 cents..	3,504 00
One surgeon, 4 rations per day, is 1,460 rations, at 25 cents.....	365 00
	<u>14,381 00</u>
	<u>\$109,373 00</u>

PAYMASTER'S OFFICE, *Marine Corps, Navy Department, October 6, 1830.*

JO. L. KUHN, *P. M. M. C.*

Estimate for expenditures in the Quartermaster's department of the United States marine corps, for the year 1831.

SUBSISTENCE.

For 461 non-commissioned officers, musicians, privates, and washerwomen, serving on shore, at one ration per day each, is 168,265 rations, at 12 cents per ration, is.....	\$20,191 80
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CLOTHING.

For 938 non-commissioned officers, musicians, and privates, at \$30 each.....	\$28,140 00
For one hundred watch coats, at \$6.25 each.....	625 00
	<u>28,765 00</u>

FUEL.

For the officers, non-commissioned officers, musicians, privates, and washerwomen, and for the public offices, hospital, and armory.....	9,098 00
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CONTINGENCIES.

For traveling expenses of officers and transportation of men; freight of stores from one station to another, toll, ferriage, wharfage and cartage; expenses of recruiting; per diem allowance for attending courts-martial and courts of inquiry, and for officers on extra duty; compensation to judge advocates; house rent and chamber money where there are no public quarters assigned; incidental labor in the Quartermaster's department; expense of burying deceased persons belonging to the marine corps; printing and stationery, postage on public letters, forage, expenses in pursuing deserters, keeping in repair the barracks at the different stations, straw for the men, barrack furniture, spades, axes, shovels, picks and carpenter tools.....	14,000 00
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MILITARY STORES.

For the pay of armorers, keeping arms in repair, armorer's tools, musical instruments for a band, drums, fifes, flags, and ordnance stores.....	2,000
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MEDICINES.	
For medicines, hospital stores, and surgical instruments for the officers and marines serving on shore.....	\$2,369 71
Amount.....	\$76,424 51
Respectfully submitted,	
E. J. WEED, <i>Quartermaster.</i>	
HEAD-QUARTERS OF THE MARINE CORPS, <i>Quartermaster's Office, Washington, October 5, 1830.</i>	

<i>Estimate of the sums required for the support of the office of the Secretary of the Navy for the year 1831.</i>	
Secretary of the Navy.....	\$6,000
Six clerks, per act of 20th April, 1818.....	\$8,200
One clerk, per act of 26th May, 1824.....	1,000
One clerk, per act of 2d March, 1827.....	1,000
	10,200
Messenger and assistant messenger.....	1,050
Contingent expenses.....	*3,000
	\$20,250

<i>Estimate of the sums necessary to meet the contingent expenses for the navy buildings, and grounds, &c., attached thereto.</i>	
Pay of superintendent.....	\$250
Pay of two watchmen.....	600
Pay extra for watching on Sundays.....	52
Expense of five lamps and posts complete, and oil.....	114
Pay of laborers.....	252
Fuel for watchmen during the winter.....	20
Two new lightning rods, and repairing old ones.....	92
Improving grounds, planting trees, &c.....	250
	\$1,630

Estimate of the pay and subsistence of all persons in the navy attached to vessels in commission for the year 1831, conformably with the provisions of the bill to reorganize the navy of the United States, which passed the Senate 15th May, 1830.

	Four frigates 1st class.	Eleven sloops 1st class.	Five schooners.	Total number.	Amount.
Captains.....	4	...	...	4	\$16,000 00
Masters commandant.....	...	11	...	11	27,500 00
Lieutenants.....	24	44	20	88	94,695 00
Sailingmasters.....	4	11	...	15	10,487 50
Pursers.....	4	11	5	20	13,250 00
Surgeons of the fleet.....	4	...	...	4	8,045 00
Surgeons.....	...	11	...	11	13,308 24
Surgeons' mates.....	8	11	5	24	19,632 00
Chaplains.....	4	...	...	4	2,650 00
Boutswains.....	4	11	...	15	7,900 00
Gunners.....	4	11	5	20	9,556 25
Carpenters.....	4	11	...	15	7,900 00
Sailmakers.....	4	11	...	15	7,900 00
Add for petty officers, seamen, ordinary seamen, landsmen and boys, as estimated in paper B.....					\$238,823 99
					\$542,380 75
					\$781,204 74

* \$2,000 would have been sufficient for the year 1831, as there will be a balance of the appropriation for 1830, on the 1st January, 1831, of \$1,000 unexpended, had there not been outstanding claims, contracted by the former administration, yet to be adjusted.

Estimate for the pay, rations, and all other allowances of officers and others, at the navy yards and stations, for the year 1831, conformably with the provisions of the bill passed the Senate May 15, 1830.

PORTSMOUTH.

Naval establishment	\$12,821 50	
Ordinary	3,492 75	
Civil	4,400 00	\$20,714 25

BOSTON.

Naval establishment	\$15,585 75	
Ordinary	19,178 75	
Hospital	3,902 50	
Civil	8,250 00	46,917 00

NEW YORK.

Naval establishment	\$17,920 00	
Ordinary	49,168 75	
Hospital	3,902 50	
Civil	8,250 00	49,251 25

PHILADELPHIA.

Naval establishment	\$13,506 00	
Ordinary	4,577 75	
Hospital	4,029 75	
Civil	6,150 00	28,263 50

WASHINGTON.

Naval establishment	\$12,777 40	
Ordinary	5,686 75	
Hospital	3,600 00	
Civil	12,650 00	34,714 25

NORFOLK.

Naval establishment	\$17,560 00	
Ordinary	19,178 75	
Hospital	3,902 50	
Civil	8,880 00	49,521 25

PENSACOLA.

Naval establishment	\$13,249 75	
Ordinary	3,269 50	
Hospital	3,600 00	
Civil	6,100 00	26,219 25

Baltimore station	5,739 75	
Charleston station	5,739 75	
Sackett's Harbor	1,141 75	

Naval constructor

\$268,222 00
3,000 00

\$271,222 00

Recapitulation.

	Naval.	Ordinary.	Hospital.	Civil.	Aggregate.
Portsmouth	\$12,821 50	\$3,492 75		\$4,400 00	\$20,714 25
Boston	15,585 75	19,178 75	\$3,902 50	8,250 00	46,917 00
New York	17,920 00	19,178 75	3,902 50	8,250 00	49,251 25
Philadelphia	13,506 00	4,577 75	4,029 75	6,150 00	28,263 50
Washington	12,777 50	5,686 75	3,600 00	12,650 00	34,714 25
Norfolk	17,560 00	19,178 75	3,902 50	8,880 00	49,521 25
Pensacola	13,249 75	3,269 50	3,600 00	6,100 00	26,219 25
Baltimore	5,739 75				5,739 75
Charleston	5,739 75				5,739 75
Sackett's Harbor	1,141 75				1,141 75
Naval constructor				3,000 00	3,000 00
	\$116,041 75	\$74,563 00	\$22,937 25	\$57,680 00	\$271,222 00

Estimate for officers, &c., required for five receiving vessels, under the bill passed the Senate 15th May, 1830.....	\$37,779 25
Estimate for officers, &c., required for five recruiting stations, under the bill passed the Senate 15th May, 1830.....	26,267 50
Estimate for ordnance service, under the bill passed the Senate 15th May, 1830.....	3,465 00
Estimate for commission and warrant officers waiting orders, under the bill passed the Senate 15th May, 1830.....	174,702 09
Estimate for provisions required for the navy, under the bill passed the Senate 15th May, 1830.....	173,463 00
Estimate for fifty-four passed midshipmen, in addition to allowance as midshipmen, viz: \$6 per month and one ration per day each, under the bill passed the Senate 15th May, 1830.....	8,815 50
Estimate for repairs of vessels in ordinary, and for the wear and tear of vessels in commission.....	615,419 50
Estimate for medicines and surgical instruments, &c.....	25,000 00
Estimate for rebuilding the frigate Macedonian.....	121,421 91
Estimate for improvements and repairs of navy yards.....	244,140 76
Estimate for contingent enumerated.....	250,000 00
Estimate for contingent not enumerated.....	5,000 00
Grand total.....	<u>\$2,737,901 25</u>

Estimate of the pay, rations, and all other allowances of officers and others, at the navy yards and stations, for the year 1831.

PORTSMOUTH.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain.....	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant.....	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant.....	1	50	4	.....	20	20	1	.....	1,292 25
Lieutenant.....	1	50	4	.....	.....	.....	.....	.....	965 00
Master.....	1	40	2	200	20	12	1	.....	1,141 75
Surgeon.....	1	60	4	200	20	20	1	.....	1,612 25
Purser.....	1	40	2	200	20	12	1	.....	1,141 75
Midshipmen.....	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain.....	1	20	2	.....	12	9	.....	.....	651 75
Gunner.....	1	20	1	.....	12	9	.....	.....	651 75
Steward.....	1	18	1	.....	.....	.....	.....	.....	307 25
									<u>\$14,199 00</u>
<i>Ordinary.</i>									
Lieutenant.....	1	50	4	.....	.....	.....	.....	.....	\$965 00
Carpenter's mate.....	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen.....	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen.....	6	10	1	.....	.....	.....	.....	.....	1,267 50
									<u>\$3,492 75</u>
<i>Civil.</i>									
Storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper.....	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to commandant, to do duty as clerk to master builder.....	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to yard.....	1	.....	.....	.....	.....	.....	.....	.....	600 00
Master builder.....	1	.....	.....	.....	.....	.....	.....	.....	1,500 00
Porter.....	1	25	.....	.....	.....	.....	.....	.....	300 00
									<u>\$4,400 00</u>
Whole amount.....									<u>\$22,091 75</u>

NOTE.—House rent is estimated for officers only in cases where no house is furnished by the government.

Estimate of pay and rations—Continued.

BOSTON.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	.....	40	20	2	.....	1,710 75
Lieutenant	1	50	4	.....	20	30	1	.....	1,292 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	.....	20	12	1	.....	941 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	.....	20	20	1	.....	1,412 25
Surgeon's mate	1	30	2	\$145	16	14	.....	1	950 75
Purser	1	40	2	200	20	12	1	.....	1,141 75
Chaplain	1	40	2	250	12	9	.....	1	1,141 75
Midshipmen	4	19	1	.....	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	.....	1	741 74
Gunner	1	20	2	.....	12	9	.....	1	651 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
									\$16,663 23
<i>Ordinary.</i>									
Captain	1	100	8	.....	.....	.....	.....	.....	\$1,950 00
Lieutenants	3	50	4	.....	.....	.....	.....	.....	2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Boatswain	1	20	2	.....	.....	.....	.....	.....	422 50
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Carpenter	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers ..	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50
									\$18,630 25
<i>Hospital.</i>									
Surgeon	1	60	4	200	200	20	1	.....	\$1,612 25
Surgeon's mate	1	30	2	145	145	14	.....	1	950 75
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	314 50
Cook	1	12	1	.....	.....	.....	.....	.....	235 25
									\$3,902 50
<i>Civil.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,700 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	500 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Clerk to commandant	1	40	.....	.....	.....	.....	.....	.....	480 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	900 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,300 00
Clerk to master builder	1	.....	.....	.....	.....	.....	.....	.....	420 00
Inspector and measurer of timber ..	1	.....	.....	.....	.....	.....	.....	.....	900 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$8,250 00
Whole amount									\$47,446 00

NEW YORK.

<i>Yard.</i>									
Captain	1	\$100	16	.....	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	.....	2,010 75
Lieutenant	1	50	4	200	20	20	1	.....	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Master	1	40	2	200	20	12	1	.....	1,141 75
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Surgeon's mate	1	30	2	145	16	14	.....	1	950 75

Estimate of pay and rations--Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
<i>Ordinary.</i>									
Lieutenant	1	\$50	4	.....	.....	.....	.....	.....	\$965 00
Master	1	40	12	.....	.....	.....	.....	.....	662 50
Carpenter	1	20	2	\$90	12	9	.....	1	741 75
Able seamen	4	12	1	.....	.....	.....	.....	.....	941 00
Ordinary seamen	6	10	1	.....	.....	.....	.....	.....	1,267 50
									\$4,577 75
<i>Hospital.</i>									
Surgeon	1	60	4	200	20	20	1	.....	\$1,612 25
Surgeon's mate	1	35	3	145	16	14	.....	.....	1,102 00
Steward	1	18	1	.....	.....	.....	.....	.....	307 25
Nurses	2	10	1	.....	.....	.....	.....	.....	422 50
Washers	2	8	1	.....	.....	.....	.....	.....	374 50
Cook	1	10	1	.....	.....	.....	.....	.....	211 25
									\$4,029 75
<i>Civil.</i>									
Storekeeper	1	.....	.....	.....	.....	.....	.....	.....	\$1,200 00
Clerk to storekeeper	1	.....	.....	.....	.....	.....	.....	.....	300 00
Clerk to yard	1	.....	.....	.....	.....	.....	.....	.....	600 00
Clerk to commandant	1	.....	.....	.....	.....	.....	.....	.....	750 00
Master builder	1	.....	.....	.....	.....	.....	.....	.....	2,000 00
Clerk to builder	1	25	.....	.....	.....	.....	.....	.....	300 00
Inspector and meas. of timber ..	1	.....	.....	.....	.....	.....	.....	.....	700 00
Porter	1	25	.....	.....	.....	.....	.....	.....	300 00
									\$6,150 00
Whole amount									\$30,241 00

WASHINGTON.

Yard.										
Captain	1	\$100	16	65	30	3	.....	\$3,466	75	
Master commandant	1	75	6	40	20	2	.....	1,982	60	
Lieutenant	1	50	4	20	20	1	.....	1,292	22	
Lieutenant	1	50	4	.....	.....	.....	.....	965	00	
Master	1	40	2	20	12	1	.....	941	00	
Master in charge of ordnance ..	1	40	2	.....	.....	.....	.....	662	50	
Chaplain	1	40	2	\$250	12	9	.....	1,141	75	
Purser	1	40	2	200	20	12	1		1,141	75
Boatswain	1	20	2	90	12	9	.....	741	75	
Gunner, as laboratory officer ..	1	20	2	90	12	9	.....	741	75	
Gunner, keeper of magazine ..	1	20	2	90	12	9	.....	741	75	
Steward	1	18	1	.....	.....	.....	.....	307	25	
									\$14,126	25
Ordinary.										
Lieutenant	1	50	4	.....	.....	.....	.....	8965	00	
Master	1	40	2	.....	.....	.....	.....	662	50	
Boatswain's mates	2	19	1	.....	.....	.....	.....	638	50	
Carpenter's mate	1	19	1	.....	.....	.....	.....	319	25	
Able seamen	6	12	1	.....	.....	.....	.....	1,411	50	
Ordinary seamen	8	10	1	.....	.....	.....	.....	1,690	00	
									\$5,686	75
Hospital.										
Surgeon	1	70	4	200	20	20	1		\$1,732	25
Surgeon's mate	1	30	2	145	16	14	.....	950	75	
Steward	1	18	1	.....	.....	.....	.....	307	25	
Nurse	1	10	1	.....	.....	.....	.....	211	25	
Washer	1	8	1	.....	.....	.....	.....	187	25	
Cook	1	10	1	.....	.....	.....	.....	211	25	
									\$3,600	00

Estimate of pay and rations—Continued.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
<i>Civil.</i>									
Storekeeper	1	.	.	.	.	.	.	.	\$1,700 00
Clerk to storekeeper.....	1	.	.	.	.	.	.	.	450 00
Clerk to yard	1	.	.	.	.	.	.	.	900 00
Clerk to commandant	1	.	.	.	.	.	.	.	1,000 00
Clerk to commandant	1	\$40	.	.	.	.	.	.	480 00
Master builder	1	.	.	.	.	.	.	.	2,300 00
Clerk to master builder.....	1	.	.	.	.	.	.	.	420 00
Inspector and measurer of timber	1	.	.	.	.	.	.	.	900 00
Master chain cable and anchor maker	1	.	.	.	.	.	.	.	1,000 00
Machinist and engineer.....	1	.	.	.	.	.	.	.	1,000 00
Assistant master builder	1	.	.	.	.	.	.	.	1,000 00
Master plumber and camboose maker	1	.	.	.	.	.	.	.	1,200 00
Porter	1	25	.	.	.	.	.	.	300 00
									\$12,650 00
Whole amount									\$36,063 00

NORFOLK.

<i>Yard.</i>								
Captain	1	\$100	16	65	30	3	.....	\$3,466 75
Master commandant	1	60	5	\$300	40	20	2	2,010 75
Lieutenant	1	50	4	200	20	20	1	1,492 25
Lieutenant	1	50	4	.....	.....	.....	.....	965 00
Master	1	40	2	200	12	12	1	1,141 75
Master	1	40	2	.....	.....	.....	.....	662 50
Surgeon	1	60	4	200	20	20	1	1,612 25
Surgeon's mate	1	40	4	145	16	14	1	1,253 25
Purser	1	40	2	200	20	12	1	1,141 75
Chaplain	1	40	2	250	12	9	1	1,141 75
Teacher of mathematics	1	40	2	90	12	9	1	981 75
Midshipmen	4	19	1	.....	.....	.....	.....	1,277 00
Boatswain	1	20	2	90	12	9	1	741 75
Gunner	1	20	2	90	12	9	1	741 75
Steward	1	18	1	.....	.....	.....	.....	307 25

Ordinary.

Captain	1	100	8	.....	.....	.....	.....	.....	\$1,930 00
Lieutenants	3	50	4	.....	.....	.....	.....	.....	2,895 00
Master	1	40	2	.....	.....	.....	.....	.....	662 50
Midshipmen	6	19	1	.....	.....	.....	.....	.....	1,915 50
Carpenter	1	20	2	.....	.....	.....	.....	.....	422 50
Carpenter's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Carpenter's mates, as caulkers	3	19	1	.....	.....	.....	.....	.....	957 75
Boatswain's mate	1	19	1	.....	.....	.....	.....	.....	319 25
Boatswain	1	20	2	.....	.....	.....	.....	.....	422 50
Able seamen	14	12	1	.....	.....	.....	.....	.....	3,293 50
Ordinary seamen	26	10	1	.....	.....	.....	.....	.....	5,492 50

Civil.

Storekeeper	1	.	.	.	.	.	.	\$1,700 00
Clerk to storekeeper	1	.	.	.	.	.	.	500 00
Clerk to yard	1	.	.	.	.	.	.	900 00
Clerk to commandant	1	.	.	.	.	.	.	750 00
Clerk to commandant	1	40	.	.	.	.	.	480 00
Master builder	1	.	.	.	.	.	.	2,300 00
Clerk to master builder	1	.	.	.	.	.	.	420 00
Inspector and measurer of timber	1	.	.	.	.	.	.	1,050 00
Keeper of magazine.....	1	.	.	.	.	.	.	480 00
Porter	1	25	.	.	.	.	.	300 00
								\$8,880 00

Estimate of pay and rations—Continued.

CHARLESTON, S. C.

	Number.	Pay per month.	Rations per day.	House rent per annum.	Candles per annum.	Cords of wood per annum.	Servants at \$8.	Servants at \$6.	Pay, rations and allowances per annum.
Captain	1	\$100	8	\$300	65	30	3	.....	\$3,036 75
Lieutenant	1	50	4	.....	.....	.....	.....	.....	965 00
Surgeon	1	60	4	200	20	20	1	.....	1,612 25
Purser	1	40	12						662 50
Whole amount.....									\$6,276 50

SACKETT'S HARBOR.

Master.....	1	\$40	2	\$200	20	12	1		\$1,141 75
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RECAPITULATION.

	1st item. Naval.	1st item. Ordinary.	1st item. Hospital.	2d item. Civil.	Aggregate.
Portsmouth.....	\$14,199 00	\$3,492 75	.....	\$4,400 00	\$22,091 75
Boston.....	16,663 25	18,630 25	\$3,902 50	8,250 00	47,446 00
New York	19,297 50	18,630 25	3,902 50	8,250 00	50,080 25
Philadelphia	15,483 50	4,577 75	4,029 75	6,150 00	30,241 00
Washington	14,126 25	5,686 75	3,600 00	12,650 00	36,063 00
Norfolk	18,937 50	18,630 25	3,902 50	8,880 00	50,350 25
Pensacola	14,327 25	3,269 50	3,600 00	6,100 00	27,296 75
Baltimore	6,276 50	.....	.....	.....	6,276 50
Charleston	6,276 50	.....	.....	.....	6,276 50
Sackett's Harbor.....	1,141 75	.....	.....	.....	1,141 75
Naval constructor .....	.....	.....	.....	3,000 00	3,000 00
	\$126,729 00	\$72,914 50	\$22,937 25	\$57,680 00	\$280,263 75

Estimate of the number, pay, &c., of officers required for five receiving vessels, for the year 1831, as part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Amount.
Masters commandant.....	1	1	1	1	.....	4	\$4,705 00
Lieutenants	3	3	2	3	2	13	12,675 00
Masters	1	1	.....	1	.....	3	1,987 50
Pursers.....	1	1	.....	1	.....	3	1,987 50
Surgeons' mates.....	1	1	.....	1	.....	3	2,081 25
Midshipmen	3	3	2	3	2	13	2,964 00
Boatswains' mates.....	1	1	1	1	1	5	1,140 00
Carpenters' mates.....	1	1	1	1	.....	4	912 00
Stewards.....	1	1	1	1	1	5	1,080 00
Cooks.....	1	1	1	1	1	5	1,080 00
Able seamen.....	2	2	2	2	2	10	1,440 00
Ordinary seamen.....	6	6	4	6	2	24	2,880 00
Boys.....	4	4	2	4	2	16	1,152 00
							\$36,084 25

Estimate of the pay, &c., of the officers attached to recruiting stations and ordnance service, for the year 1831, as part of the first item of the general estimate.

	Boston.	New York.	Philadelphia.	Norfolk.	Baltimore.	Total.	Amount.
Masters commandant.....	1	1	1	1	1	5	\$10,053 75
Lieutenants.....	12	12	12	12	12	10	9,650 00
Midshipmen.....	12	12	12	12	12	10	3,192 50
Surgeons.....	1	1	1	1	1	5	5,425 00
							<u>\$28,321 25</u>

ORDNANCE SERVICE.

One captain.....	\$1,930 00
One lieutenant.....	965 00
	<u>\$2,895 00</u>

Exhibit of the commission and warrant officers awaiting orders and on furlough, being part of the first item of general estimates for the year 1831.

	Captains.	Masters commandant.	Lieutenants.	Surgeons.	Assistant surgeons.	Purser.	Masters.	Midshipmen.	Passed midshipmen.	Boatswains.	Captains.	Sailmakers.	Total.	Amount.
Awaiting orders.....	17	7	112	6	13	11	135	8	4	1	5	10	316	\$223,740 54
On furlough.....			8				4	8	4				25	7,638 25
														<u>\$231,378 79</u>

Estimate for provisions required for the navy, for the year 1831.

For vessels in commission.....	3,773
For marines on board.....	576
For receiving vessels.....	82
	<u>4,431 persons at one</u>
ration per day, equal to 1,617,315 rations, which, estimated at the probable cost thereof, including an amount necessary for the supply of fresh provisions, and to cover contingencies, at 20 cents each, will make.....	\$323,463 00
From the above may be deducted this sum, as a balance will probably remain on hand on the 1st January, sufficient, with the sum now asked for, to meet the demands under this head during the year 1831.....	150,000 00
Required.....	<u>\$173,463 00</u>

Estimate of the sums required for the support of the office of the Navy Commissioners, for the year 1831.

Commissioners of the Navy.....	\$10,500 00
Secretary.....	2,000 00
Clerks and draughtsmen, per acts of 20th April, 1818, 26th May, 1824, and 2d March, 1827.....	7,750 00
Messenger.....	700 00
Contingent expenses.....	1,800 00
	<u>\$22,750 00</u>

Data on which the fourth item for repairs of vessels, &c., in the general estimate for the year 1831, is founded:

For repairs:	
Constitution.....	\$139,353 52
Potomac.....	92,823 08
United States.....	82,785 46
John Adams.....	33,057 44
	<u>\$348,019 50</u>

For the preservation, if not repaired, of the—	
Independence	\$1,500 00
Columbus.....	1,500 00
Ohio.....	1,500 00
Franklin.....	1,500 00
Washington.....	1,500 00
Delaware.....	1,500 00
Congress.....	1,000 00
Cyane.....	500 00
North Carolina.....	1,500 00
	<u>12,000 00</u>

For the wear and tear of the following vessels during the year 1831:	
Guerriere.....	\$17,000 00
Brandywine.....	15,000 00
Constellation.....	13,000 00
Constitution.....	15,000 00
Potomac.....	15,000 00
United States.....	15,000 00
Hudson.....	15,000 00
Java.....	10,000 00
John Adams.....	10,000 00
St. Louis.....	10,000 00
Ontario.....	10,000 00
Lexington.....	10,000 00
Fairfield.....	10,000 00
Boston.....	10,000 00
Erie.....	10,000 00
Peacock.....	10,000 00
Natchez.....	10,000 00
Vandalia.....	10,000 00
Falmouth.....	10,000 00
Warren.....	10,000 00
Vincennes.....	10,000 00
	<u>245,000 00</u>
Dolphin.....	\$2,500 00
Porpoise.....	2,500 00
Grampus.....	2,500 00
Shark.....	2,500 00
Fox.....	400 00
Sea Gull.....	
	<u>10,400 00</u>
	<u><u>\$615,419 50</u></u>

Estimate for improvements and repairs of navy yards, explanatory of the sixth item of the general estimate for 1831.

AT PORTSMOUTH, N. H.

Timber shed and sail loft on site 6 or 12.....	\$12,000 00	
Repairing timber and spar docks, and east wharf.....		\$3,160 00
Repairing south wharf, and strengthening bridge.....		659 26
Repairing old ship house.....		120 50
Repairing officers' quarters, and stable for oxen.....		500 00
	<u>\$12,000 00</u>	<u>\$4,439 76</u>

AT BOSTON.

New wharf.....	\$5,000 00	
Timber shed.....	28,150 00	
Repairing three ship houses.....		\$1,200 00
Painting two ship houses, &c.....		2,350 00
Repairing all other buildings in the yard.....		1,000 00
Repairing all the wharves and docks.....		1,250 00
	<u>\$33,150 00</u>	<u>\$5,800 00</u>

AT NEW YORK.

Timber shed	\$19,000 00	
Bridge wharf.....	5,798 00	
Barracks of brick.....	1,400 00	
Brick storehouse	5,500 00	
Two mooring blocks.....	5,250 00	
A furnace.....	250 00	
Cooper's shop.....	6,700 00	
Dam round mill pond.....	13,860 00	
Flag staff.....	100 00	
Repairs of wharf.....		\$5,500 00
Painting ship house.....		904 00
Painting doors and windows of brick storehouses		70 00
Repair of skylights, &c.....		350 00
Repair of gutters and piazza of commandant's house		75 00
Repair of fences.....		300 00
Painting brick stores.....		175 00
	<u>\$57,858 00</u>	<u>\$7,374 00</u>

AT PHILADELPHIA.

Mast and boat house.....	\$19,000 00	
Steam box house.....	1,200 00	
Underpinning 44's ship house.....	300 00	
Bringing Schuylkill water into the yard.....	2,650 00	
Repairs, blacksmith shop.....		\$50 00
Repairs, ship houses		150 00
Repairs, timber sheds		100 00
Repairs, storches and offices		200 00
	<u>\$23,180 00</u>	<u>\$500 00</u>

AT WASHINGTON.

Timber shed.....	\$14,066 00	
Building for making cambooses.....	6,000 00	
Gutters and paved walks.....	2,172 00	
Additional story on saw mill.....	2,123 00	
Repairs to commandant's house and all other buildings in the yard during the year.....		\$2,000 00
	<u>\$24,361 00</u>	<u>\$2,000 00</u>

AT NORFOLK.

Mud machine.....	\$500 00	
Fire engine.....	1,000 00	
Wall round the yard.....	14,905 00	
Facing wharves.....	14,355 00	
Timber shed	13,500 00	
Permanent bridge for creek.....	9,000 00	
Stone gutters.....	1,568 00	
Officers' houses.....	15,000 00	
Anchor boy, lighters and buoys, &c.....		\$2,500 00
Ship houses		1,000 00
Pumps in the yard.....		150 00
	<u>\$69,828 00</u>	<u>\$3,650 00</u>

RECAPITULATION.

Portsmouth.....	\$12,000 00	\$4,439 76
Boston	33,150 00	5,800 00
New York.....	57,858 00	7,374 00
Philadelphia	23,180 00	500 00
Washington	24,361 00	2,000 00
Norfolk	69,828 00	3,650 00
Improvement	<u>\$220,377 00</u>	<u>\$23,763 76</u>
Repairs	23,763 76	
Total.....	<u>\$244,140 76</u>	

21ST CONGRESS.]

No. 430.

[2D SESSION.]

EXPLANATORY ESTIMATES FOR THE CONSTRUCTION OF THREE SCHOONERS FOR THE NAVY; THEIR RESPECTIVE ANNUAL EXPENSE IN SERVICE, AND THAT OF A SLOOP-OF-WAR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 22, 1830.

Mr. HOFFMAN, from the Committee on Naval Affairs, submitted the following documents relating to the building of three schooners for the naval service.

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs, December 14, 1830.*

SIR: The Committee on Naval Affairs have directed me to request of your Department estimates of the expense of building each of the three schooners suggested in your report to the President, of December 7, 1830, and such estimates of arming, manning, and continuing one year in service each of them, and a sloop-of-war, as will enable them to state the comparative expense of each of these class of vessels to the House.

They desire these estimates at as early a day as may be consistent with the duties of the Department.

With esteem and respect, your humble servant,

MICHAEL HOFFMAN.

HON. JOHN BRANCH, *Secretary of the Navy.*NAVY DEPARTMENT, *December 20, 1830.*

SIR: In obedience to the requisition made by the Committee on Naval Affairs of the House of Representatives, dated 14th December, 1830, and addressed to this Department, the following communication from the Commissioners of the Navy Board is herewith transmitted.

In this will be found the estimates called for by that requisition.

I have the honor to be, very respectfully, &c., &c.,

JNO. BRANCH.

The Hon. M. HOFFMAN, *Chairman Committee on Naval Affairs, H. R.*NAVY COMMISSIONERS' OFFICE, *December 17, 1830.*

SIR: In compliance with your request, the Commissioners have the honor to submit herewith papers marked A, B and C.

A. An estimate of the expense of building, equipping, arming, &c., a schooner of 175 tons, amounting to the sum of.....	\$29,120 00
B. An estimate of the pay and subsistence, provisions, hospital stores, and wear and tear of a schooner for one year.....	24,291 00
C. An estimate of the pay and subsistence, provisions, hospital stores, and wear and tear of a sloop-of-war of the first class, for one year.....	62,254 09

I have the honor to be, with great respect, sir, your obedient servant,

JNO. RODGERS.

HON. JOHN BRANCH, *Secretary of the Navy.*

A.

Estimate of the expense of building and equipping a schooner of 175 tons.

Materials of hull, of wood, iron, copper and tin.....	\$9,000 00
Labor on hull.....	5,500 00
	\$14,500 00

EQUIPMENTS.

Masts and spars, materials and labor.....	\$750 00
Pumps.....	130 00
Boats.....	400 00
Anchors.....	500 00
Rigging, materials, and labor.....	1,600 00
Cables.....	470 00
Chain cables.....	400 00
Sails, materials and labor, hammocks and awnings.....	2,550 00
Blocks.....	150 00
Kentledge.....	900 00
Camboose.....	230 00
Water casks.....	450 00
Hardware.....	150 00
Blacksmiths' labor.....	330 00

Joiners' labor.....	\$180 00	
Painters' labor.....	150 00	
Leather, paints, tar, &c.....	100 00	
Contingencies.....	100 00	
		\$24,100 00

ARMAMENT.

Ten 18-pound carronades, &c., at \$150.....	\$1,500 00	
Two long 9-pounders, at \$180.....	360 00	
Fourteen barrels of powder, at \$20.....	280 00	
Nine hundred 18-pound shot.....	810 00	
Two hundred 9-pound shot.....	90 00	
		\$3,040 00
Fifty muskets, at \$12.....	\$600 00	
Fifty pistols, at \$6.....	300 00	
Fifty swords, at \$2.70.....	135 00	
Fifty boarding pikes, at \$2.....	100 00	
Thirty boarding hatchets, at \$1.50 each.....	45 00	
		1,180 00

SPARE.

Boatswain's stores.....	\$250 00	
Carpenter's stores.....	200 00	
Master's stores.....	200 00	
Gunner's stores.....	150 00	
		800 00
		5,020 00
		<u>\$29,120 00</u>

B.

Estimate of the pay and subsistence, medicines, hospital stores and provisions, with the wear and tear of a schooner for one year.

Pay and subsistence.....	\$13,851 00
Provisions, including marines.....	5,840 00
Medicines and hospital stores.....	600 00
Wear and tear.....	4,000 00
	<u>\$24,291 00</u>

C.

Estimate of the pay and subsistence, medicines, hospital stores and provisions, with the wear and tear of a sloop-of-war of the first class for one year.

Pay and subsistence.....	\$23,625 34
Provisions, including marines.....	17,428 75
Medicines and hospital stores.....	1,200 00
Wear and tear.....	10,000 00
	<u>\$62,254 09</u>

21ST CONGRESS.]

No. 431.

[2D SESSION.

SURVEYS MADE WITH A VIEW TO THE ESTABLISHMENT OF NAVAL DEPOTS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES DECEMBER 23, 1830.

NAVY DEPARTMENT, December 20, 1830.

Sir: In compliance with the resolution of the House of Representatives, dated 14th December, 1830, addressed to this Department, I have the honor to inform you that copies of the reports of the surveys, made in conformity with a resolution of the Senate, of the 13th February, 1817, which embrace the information called for in the above resolution of the House, were, on the 4th of February, 1818, laid before the President of the United States, and by him transmitted to the Senate on the 6th of the same month.

These will be found in the State Papers of the Senate of that year, in document numbered 104.*

I have the honor to be, very respectfully, &c.,

JNO. BRANCH.

The Hon. the SPEAKER of the House of Representatives.

[1ST CONGRESS.]

No. 432.

[2D SESSION.]

ON MODE OF RELIEVING VESSELS-OF-WAR ON FOREIGN STATIONS, AND RETURN OF SEAMEN TO THE UNITED STATES WHOSE TERMS OF SERVICE HAVE EXPIRED.

COMMUNICATED TO THE SENATE DECEMBER 29, 1830.

NAVY DEPARTMENT, *December 28, 1830.*

The Secretary of the Navy, in compliance with the resolution of the Senate of the United States, of the 22d instant, requiring him "to inform the Senate whether provision has been made to relieve our national ships on foreign stations before the expiration of the term of enlistment of the seamen, and what measures have been taken to ensure the return of seamen to the United States whose terms of service have expired, or are about to expire," has the honor to report:

That provision has been made for the relief of such of our vessels-of-war as have been absent for a period of nearly three years' duration; and it is the policy and practice of the Department to have sent home, in vessels-of-war returning from foreign stations, all seamen in the public service whose terms have expired or are about to expire.

That when a public armed vessel is about to leave the United States, seamen to form her crew are enlisted under the provisions of the act of the 15th of May, 1820, to serve for a period of three years, being the usual term of a cruise at sea; but, as all the crew cannot be entered on the same day, and many are often left behind from temporary disease, contracted after entering the service, and other causes, who are subsequently placed on board of other vessels-of-war, and seamen are occasionally enlisted in foreign ports, it often happens that their terms of service expire at different dates. In such cases, when public vessels are not returning to the United States, and the seamen are unwilling to re-enter for the usual or shorter periods of a cruise, it is the standing order of the Department that they shall be provided, by the earliest opportunity, with their passage home at the public expense.

The following enumeration of our national ships-of-war, in commission on foreign stations, is also presented, viz:

Squadron in the Mediterranean.

Frigate Java; sailed 7th June, 1827; relieved.
 Frigate Brandywine; sailed 22d October, 1830.
 Sloop-of-war Ontario; sailed 21st August, 1829.
 Sloop-of-war Boston; sailed 29th June, 1830.
 Sloop-of-war Concord; sailed 28th June, 1830.
 Sloop-of-war Fairfield; sailed 20th August, 1828; to be relieved.

Squadron in the West Indies.

Sloop-of-war Erie; sailed 2d November, 1829.
 Sloop-of-war Peacock; sailed 26th September, 1829.
 Sloop-of-war Natchez; sailed 10th May, 1830.
 Schooner Grampus; sailed 24th May, 1828.
 Schooner Shark; sailed 5th November, 1828.
 Schooner Porpoise; sailed 19th October, 1830.

Squadron on the coast of Brazil.

Frigate Hudson; sailed 27th September, 1828.
 Sloop-of-war Vandalia; sailed 16th December, 1828.

Squadron in the Pacific ocean.

Frigate Guerriere; sailed 14th February, 1829.
 Sloop-of-war St. Louis; sailed 14th February, 1829.
 Schooner Dolphin; sailed in the year 1821.

From this it will be perceived that all have been less than three years at sea, with the exception of the frigate Java, in the Mediterranean, whose condition was sound, and the schooner Dolphin, in the Pacific ocean, which has been kept in repair. The crew of the former, as their times expired, were relieved, and the Brandywine having been ordered to the Mediterranean to take her place, the Java is now returning to the United States with such seamen of the squadron as had served out their times, or whose periods of service were about expiring. The crews of the Dolphin have been relieved from time to time, as their periods of service expired; and considering it more safe, convenient, and economical to keep her on that distant station than to send a small vessel of her own class from the United States, she has been permitted to remain in that ocean.

All which is respectfully submitted.

JOHN BRANCH, *Secretary of the Navy.*

To the Hon SAMUEL SMITH, *President, pro tempore, of the Senate of the United States.*

21ST CONGRESS.]

No. 433.

[2D SESSION.]

NAVAL REGISTER FOR 1831.

COMMUNICATED TO THE SENATE JANUARY 4, 1831.

NAVY DEPARTMENT, *January 4, 1831.*

SIR: I have the honor to transmit, herewith, for the use of the members of the Senate, fifty copies of the Naval Register for 1831.

I remain, sir, very respectfully, your obedient servant,

JOHN BRANCH.

The PRESIDENT of the *United States Senate.*

Naval register for 1831.

OFFICE OF THE SECRETARY OF THE NAVY.

Names.	Duty.	Place of birth.	Salary.
John Branch.....	Secretary	North Carolina	\$6,000
John Boyle	Chief clerk	Ireland	2,000
Christopher Andrews.....	Corresponding clerk.....	Ireland	1,600
R. B. Maury.....	Register	Virginia	1,400
R. H. Bradford.....	Corresponding clerk.....	Virginia	1,400
Thomas Miller.....	Recording and copying clerk.....	Virginia	1,000
John D. Simms.....	Recording and copying clerk.....	Virginia	1,000
Thomas L. Ragdale.....	Warrant clerk.....	North Carolina	800
William Hardeman.....	Recording and copying clerk.....	Tennessee.....	1,000
Nathan Eaton.....	Messenger	Massachusetts	700
Lindsay Muse.....	Assistant messenger.....	District of Columbia...	350

OFFICE OF THE NAVY COMMISSIONERS.

John Rodgers	President Naval Board.....	Maryland	\$3,500
Charles Stewart	Commissioner	New Jersey	3,500
D. T. Patterson.....	Commissioner	New York	3,500
C. W. Goldsborough	Secretary	Maryland	2,000
William G. Ridgely	Chief clerk.....	Maryland	1,600
John Green	Clerk.....	Maryland	1,150
Joseph P. McCorkle	Clerk.....	Delaware	1,000
James Hutton.....	Clerk.....	Pennsylvania.....	1,000
Robert A. Slye.....	Clerk.....	Maryland	1,000
E. S. Randolph	Clerk.....	Virginia	800
C. Schwarz	Draftsman	Germany.....	1,000
Richard Elliott.....	Messenger	Connecticut	700

Naval register for 1831.
CAPTAINS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
John Rodgers	March 9, 1798.	March 5, 1799.	Maryland	Maryland	Maryland	President Navy Board.
James Barron	March 9, 1798.	May 22, 1799.	Virginia	Virginia	Virginia	Commandant Navy yard, Gosport.
Wm. Bainbridge	August 3, 1798.	May 22, 1800.	New Jersey	Pennsylvania	New Jersey	Commandant Navy yard, Philadelphia.
Charles Stewart	March 9, 1798.	April 22, 1806.	Pennsylvania	do	do	Commissioner Navy Board.
Isaac Hull	March 9, 1798.	April 22, 1806.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Washington.
Isaac Chauncey	Sept. 17, 1798.	April 24, 1800.	do	New York	New York	Commandant Navy yard, New York.
Jacob Jones	April 10, 1799.	March 5, 1813.	Delaware	Delaware	Delaware	Commanding naval officer, Baltimore.
Charles Morris	July 1, 1799.	March 5, 1813.	Connecticut	Connecticut	Connecticut	Commandant Navy yard, Charlestown.
Arthur Snelgar	Nov. 15, 1798.	July 22, 1813.	Virginia	Virginia	Virginia	Waiting orders.
Lewis Warrington	Jan. 6, 1800.	Nov. 22, 1814.	do	do	do	Waiting orders.
William M. Crane	May 23, 1799.	Nov. 24, 1814.	New Jersey	New Jersey	New Jersey	Leave of absence.
James T. Leonard	Feb. 23, 1799.	Feb. 4, 1815.	New York	New York	New York	Waiting orders.
James Biddle	Feb. 12, 1800.	Feb. 28, 1815.	Pennsylvania	Pennsylvania	Pennsylvania	Commanding Mediterranean squadron.
Charles G. Ridgely	Oct. 17, 1799.	do	Maryland	Maryland	Maryland	Leave of absence.
Daniel T. Patterson	Aug. 20, 1800.	April 27, 1816.	New York	New York	Louisiana	Commissioner Navy Board.
Melancthon T. Woolsey	April 9, 1800.	do	do	do	New York	Leave of absence.
John O. Creighton	June 25, 1800.	do	do	do	do	Under arrest.
John Downes	June 1, 1802.	March 5, 1817.	Massachusetts	Massachusetts	Massachusetts	Ordinary at Charlestown, Mass.
John D. Henley	Oct. 14, 1799.	do	Virginia	Virginia	Maryland	Commandant Navy yard, Portsmouth.
Jesse D. Elliott	April 2, 1801.	March 27, 1818.	Maryland	Pennsylvania	Pennsylvania	Commanding West India squadron.
Stephen Cassin	Feb. 21, 1800.	do	Pennsylvania	do	Dist. Columbia.	Commanding Brazilian squadron.
James Henshaw	July 7, 1800.	do	do	do	Pennsylvania	Commanding naval officer, Charlestown.
C. C. B. Thompson	Dec. 22, 1802.	do	Virginia	Virginia	Virginia	Commanding Pacific squadron.
Alex. S. Wadsworth	April 2, 1804.	do	Maine	Maine	Maine	Frigate Constellation.
George W. Rodgers	April 2, 1804.	do	Maryland	Maryland	Maryland	Waiting orders.
George C. Read	April 2, 1804.	do	Ireland	Pennsylvania	Pennsylvania	Waiting orders.
Henry E. Ballard	April 24, 1804.	do	Maryland	Maryland	Maryland	Baltimore station.
David Deacon	Oct. 10, 1799.	Jan. 24, 1826.	New Jersey	New Jersey	New Jersey	Leave of absence.
Samuel Woodhouse	May 2, 1801.	March 3, 1827.	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Joseph J. Nicholson	April 2, 1804.	do	Maryland	Maryland	Maryland	Leave of absence.
Wolcott Chauncey	June 28, 1804.	April 24, 1828.	Connecticut	New York	New York	Leave of absence.
Edmund P. Kennedy	Nov. 22, 1805.	do	Maryland	Dist. Columbia.	Virginia	Commanding frigate Brandywine.
Alex. J. Dallas	Nov. 22, 1805.	do	Pennsylvania	Pennsylvania	Pennsylvania	Commandant Navy yard, Pensacola.
John B. Nicholson	July 4, 1805.	do	Virginia	Virginia	Virginia	Leave of absence.
B. V. Hoffman	July 4, 1805.	March 11, 1829.	New York	New York	New York	Leave of absence.
Jesse Wilkinson	July 10, 1805.	do	Virginia	Virginia	Virginia	Ordinary at Norfolk.
T. Ap Catesby Jones	Nov. 22, 1805.	do	do	do	do	Inspector ordnance and ammunition.

Captains—37.

Note.—Those officers "on leave of absence" have generally returned from long cruises, and are subject to immediate orders. Some of them are in ill health.

Naval register for 1831—Continued.
MASTERS COMMANDANT.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
George Buird	Nov. 22, 1805.....	March 28, 1829.....	Maryland	Maryland	Maryland	Leave of absence.
John Porter	June 20, 1806.....	do	do	do	New Hampshire	Leave of absence.
William B. Finch	do	do	England	District of Columbia	District of Columbia	Navy yard, Philadelphia.
do	do	do	South Carolina	South Carolina	South Carolina	Navy yard, Washington.
William B. Stubbick	Aug. 16, 1806.....	do	Pennsylvania	District of Columbia	Pennsylvania	Rembezons, Baltimore.
Alexander Claxton	June 29, 1806.....	do	Virginia	Virginia	Virginia	Rembezons Charlestown, Mass.
Jan. 1, 1808.....	April 15, 1820.....	do	New Jersey	New Jersey	New Jersey	Rembezons, New York.
Charles W. Morgan	Jan. 1, 1808.....	March 3, 1823.....	do	do	New York	Commanding sloop Fairfield.
Lawrence Kearny	July 24, 1807.....	do	Virginia	South Carolina	South Carolina	Commanding sloop Peacock.
Foxhall A. Parker	Jan. 1, 1808.....	do	South Carolina	do	do	Navy yard, Portsmouth.
Edward R. M. Cail	do	do	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
Daniel Turner	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
David Comer	Jan. 16, 1809.....	do	do	Maryland	Maryland	Commanding sloop Ontario.
John Gallagher	do	do	do	South Carolina	Connecticut	Leave of absence.
Thomas H. Stevens	Feb. 8, 1808.....	do	South Carolina	Pennsylvania	Pennsylvania	Leave of absence.
William M. Hunter	Jan. 16, 1809.....	March 21, 1826.....	Pennsylvania	Pennsylvania	New York	Commanding sloop St. Louis.
John D. Sloat	Feb. 12, 1809.....	do	New York	New York	Rhode Island	Commanding sloop Concord.
Matthew C. Perry	March 1, 1809.....	do	Rhode Island	Pennsylvania	Virginia	Leave of absence.
Charles W. Skinner	Jan. 16, 1809.....	March 3, 1827.....	Maine	Virginia	New York	Commanding sloop Natchez.
John T. Newton	do	do	Virginia	Massachusetts	Massachusetts	Frigate Guerriere.
Joseph Smith	do	do	Massachusetts	Louisiana	Louisiana	Commanding sloop Erie.
Lawrence Rousseau	do	April 24, 1828.....	Louisiana	Maine	New Hampshire	Commanding sloop Boston.
George W. Storer	do	do	New Hampshire	Virginia	Virginia	Commanding sloop Vandalia.
Beverly Kennon	May 18, 1809.....	do	Virginia	South Carolina	South Carolina	Commanding sloop Vincennes.
Edward R. Stubbick	Jan. 16, 1809.....	do	Connecticut	Connecticut	Connecticut	Navy yard, New York.
F. H. Gregory	do	do	New Jersey	New Jersey	New Jersey	Waiting orders.
P. F. Voorhes	Nov. 15, 1809.....	do	do	do	New York	Leave of absence.
Benjamin Cooper	Jan. 16, 1809.....	do	do	Virginia	Virginia	Rembezons, Norfolk.
William L. Gordon	Nov. 15, 1809.....	do	Virginia	do	do	Leave of absence.
Samuel W. Adams	Jan. 1, 1808.....	March 11, 1829.....	New Hampshire	New Hampshire	New Hampshire	Receiving ship, Norfolk.
Silas Duncan	Nov. 15, 1809.....	do	New Jersey	New Jersey	New Jersey	Under arrest.
James Ranage	June 1, 1813.....	do	Ireland	Pennsylvania	Pennsylvania	Rembezons, Philadelphia.
David Geisinger	Nov. 15, 1809.....	do	Maryland	Maryland	Maryland	Waiting orders.
Robert F. Stockton	Sept. 1, 1811.....	May 27, 1830.....	New Jersey	New Jersey	New Jersey	Navy yard, Norfolk.
Isaac McKeever	Feb. 1, 1809.....	do	Pennsylvania	Louisiana	Pennsylvania	

Masters commandant—33.

Naval register for 1831—Continued.

LIEUTENANTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James P. Uellers, sailingmaster.	Feb. 28, 1809....	July 26, 1813....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Boston.
1814.						
John P. Zantinger.....	Nov. 15, 1809....	Dec. 9, 1814....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles E. Crowly.....	Jan. 16, 1809....	do	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
William D. Sater.....	Nov. 15, 1809....	do	New York.....	New Jersey.....	New Jersey.....	Leave of absence.
Charles S. M'Cauley.....	Jan. 16, 1809....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Baltimore. *
John H. Bell.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
Thomas M. Newell, sailingmaster.....	Sept. 11, 1813....	do	Georgia.....	Georgia.....	Georgia.....	Under arrest.
Elie A. F. Valette.....	Jan. 25, 1812....	do	Virginia.....	Pennsylvania.....	Pennsylvania.....	Receives, Philadelphia.
William A. Spencer.....	Nov. 15, 1809....	do	New York.....	New York.....	New York.....	Leave of absence.
Thomas T. Webb.....	Jan. 1, 1808....	do	Virginia.....	Virginia.....	Virginia.....	Commanding schooner Slack.
John Perceval.....	March 6, 1809....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Commanding schooner Porpoise.
John H. Aulick.....	Nov. 15, 1809....	do	Virginia.....	Maryland.....	Maryland.....	Leave of absence.
William V. Taylor, sailingmaster.....	April 28, 1813....	do	Rhode Island.....	Rhode Island.....	Rhode Island.....	Receiving ship, New York.
Mervine P. Mix, sailingmaster.....	July 3, 1813....	do	Connecticut.....	New York.....	New York.....	Leave of absence.
Bladen Dulaney.....	May 18, 1809....	do	Virginia.....	District of Columbia.....	District of Columbia.....	Receiving ship, New York.
Silas H. Stringham.....	Nov. 15, 1809....	do	New York.....	New York.....	New York.....	Leave of absence.
Wm. A. C. Farragut.....	Jan. 16, 1809....	do	Tennessee.....	Louisiana.....	Louisiana.....	Leave of absence.
Stephen Champlin, sailingmaster.....	May 22, 1812....	do	Rhode Island.....	Connecticut.....	Connecticut.....	Pensacola. Sick.
1815.						
Isaac Mayo.....	Nov. 15, 1809....	Feb. 4, 1815....	Maryland.....	Maryland.....	Maryland.....	Commanding schooner Grampus.
William K. Latimer.....	do	do	do	do	do	Receives, New York.
William Mervine.....	Jan. 15, 1809....	do	Pennsylvania.....	Pennsylvania.....	New York.....	Leave of absence.
Thomas Crabbe.....	Nov. 15, 1809....	do	Maryland.....	do	Pennsylvania.....	Navy yard, Portsmouth.
Edward B. Babbitt.....	do	May 1, 1815....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Commanding schooner Dolphin.
Thomas Paine, Jr., sailingmaster.....	Oct. 10, 1812....	Dec. 1, 1815....	Rhode Island.....	South Carolina.....	Georgia.....	Furlough.
1816.						
James Armstrong.....	Nov. 15, 1809....	April 27, 1816....	Kentucky.....	Mississippi.....	Massachusetts.....	Navy yard, Boston.
Joseph Smoel.....	Dec. 1, 1809....	do	Maryland.....	Maryland.....	Maryland.....	Navy yard, Newport.
Robert E. Randolph.....	Aug. 15, 1810....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Sammel L. Breese.....	Dec. 17, 1810....	do	New York.....	New York.....	New York.....	Leave of absence.
John Evans.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Benjamin Page, Jr.....	do	do	England.....	New York.....	New York.....	Leave of absence.
John T. Ritchie.....	do	do	Maryland.....	District of Columbia.....	District of Columbia.....	Waiting orders.
John A. Wash.....	do	do	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Fairford.
John Grinn.....	May 18, 1809....	do	Maryland.....	Maryland.....	Maryland.....	Navy yard, Philadelphia.
Thomas W. Wymon.....	Dec. 17, 1810....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
Andrew Fitzhugh.....	June 9, 1811....	do	Virginia.....	Virginia.....	Virginia.....	Sloop St. Louis.

Naval register for 1831—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
1817.						
John K. Carter, sailingmaster	May 9, 1812....	April 27, 1816....	New York	New York.....	New York.....	New York station. Sick.
Joseph Cross	June 9, 1811....	do	Maryland	Maryland	Maryland	Leave of absence.
Abraham S. Ten Rick	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Thomas S. Hamersley, sailingmaster	Jan. 14, 1812....	do	Virginia	Virginia	Virginia	Under arrest.
John White, sailingmaster	Dec. 2, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Hiram Pudding	Sept. 1, 1811....	do	New York	New York	New York	Rendezvous, New York.
Jonathan E. Williamson	do	do	New Jersey	New Jersey	New Jersey	Sloop Concord.
1817.						
Uriah P. Levy, sailingmaster.....	Oct. 21, 1812....	March 5, 1817....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Charles Boorman	June 9, 1811....	do	Maryland	District of Columbia	Virginia	Frigate Hulton.
French Forrest	do	do	do	do	District of Columbia	Leave of absence.
William E. McKenney	do	do	New York	New York	New York	Leave of absence.
William J. Belt	Sept. 1, 1811....	do	Maryland	Maryland	Maryland	Leave of absence.
Charles H. Caldwell	do	do	England	Massachusetts	Connecticut	Frigate Guerriere.
William Jameson	do	do	Virginia	District of Columbia	Virginia	Sloop Boston.
William Iscruin	do	do	New York	New York	New York	Sloop Eric.
Charles J. Williamson	do	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Charles Giamatti	do	do	do	do	Pennsylvania	Rendezvous, Philadelphia.
William W. Ramsey	do	do	Virginia	Virginia	District of Columbia	Furlough.
Ralph Voorles	do	do	New Jersey	New Jersey	New Jersey	Navy yard, New York.
Henry Henry, sailingmaster	July 1, 1812....	do	Maryland	Virginia	Pennsylvania	Leave of absence.
Samuel W. Downing	Sept. 1, 1811....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
William Potenger	do	do	Maryland	Maryland	New York	Leave of absence.
Henry W. Ogden	do	do	New Jersey	Pennsylvania	New Jersey	Leave of absence.
Alexander Eskridge	Jan. 1, 1812....	do	Virginia	Virginia	Virginia	Frigate Constellation.
Ebenezer Kilgeway	do	do	Massachusetts	New Hampshire	New Hampshire	Mediterranean.
Thomas A. Conover	do	do	New Jersey	New Jersey	New Jersey	Furlough.
Archibald S. Campbell	do	do	Virginia	Virginia	Virginia	Navy yard, Pensacola.
William Taylor	do	do	do	do	do	Frigate Brantwyne.
John C. Long	June 18, 1812....	do	New Hampshire	New Hampshire	New Hampshire	Leave of absence.
John H. Graham	do	do	Vermont	New York	New York	Leave of absence.
John H. Lee	do	do	Virginia	Virginia	Virginia	Leave of absence.
1818.						
James M. McIntosh	Sept. 1, 1811....	April 1, 1818....	Georgia.....	Georgia.....	Georgia.....	Frigate Brantwyne.
Josiah Tammall	Jan. 1, 1812....	do	do	do	do	Leave of absence.
Hugh N. Page	Sept. 1, 1811....	do	Virginia	Virginia	Virginia	Ordinary at Norfolk.
John A. Cook	Jan. 1, 1812....	do	District of Columbia	District of Columbia	District of Columbia	Ordinary at Washington.
William Innan	do	do	New York	New York	New Jersey	Sloop Concord.

Naval register for 1831—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born	State from which appointed.	State of which a citizen.	Duty or station.
1829.	Joel Abbot.....	June 18, 1812....	Massachusetts.....	Massachusetts.....	Rhode Island.....	Receiving ship at Boston.
	Levi F. Simonds.....	Jan. 1, 1812.....	do.....	South Carolina.....	Massachusetts.....	Leave of absence.
	John M. Dale.....	June 18, 1812....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
	H. H. Cooke.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
	William J. McClure.....	Jan. 1, 1812.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
	E. D. Whitlock.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Receiving ship at Boston.
	James Goodrum.....	June 18, 1812....	Virginia.....	Virginia.....	Virginia.....	Floop Natchez.
	J. B. Montgomery.....	June 4, 1812....	New Jersey.....	New York.....	New Jersey.....	Sloop Pocahontas.
	Henree B. Sawyer.....	Jan. 1, 1812.....	Vermont.....	Vermont.....	Vermont.....	Rendezvous, Boston.
	C. K. Stribling.....	June 18, 1812....	South Carolina.....	South Carolina.....	Virginia.....	Leave of absence.
	Joshua R. Sands.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
	John J. Young.....	Jan. 1, 1812.....	New York.....	New York.....	New York.....	Navy hospital, Norfolk.
	Charles H. Bell.....	June 18, 1812....	do.....	do.....	do.....	On furlough.
1821.	Abraham Bigelow.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
	Frank Dillery.....	Jan. 1, 1812.....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Erie.
	Frederick Varnum.....	June 18, 1812....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
	Joseph R. Jarvis.....	do.....	do.....	Maine.....	Maine.....	Leave of absence.
	Thomas W. Freelon.....	do.....	New York.....	New York.....	Vermont.....	Leave of absence.
	James Williams.....	Sept. 1, 1811.....	West Indies.....	District of Columbia.....	Virginia.....	Schooner Porpoise.
	Samuel W. Le Compte.....	June 4, 1812....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.
	Charles T. Platt.....	June 18, 1812....	New York.....	New York.....	New York.....	Leave of absence.
	Wm. M. Armstrong.....	Nov. 30, 1814....	Kentucky.....	Mississippi.....	Kentucky.....	Rendezvous, Norfolk.
	Wm. F. Shields.....	Feb. 2, 1814....	Georgia.....	Louisiana.....	Georgia.....	Leave of absence.
	G. J. Pendergret.....	Jan. 1, 1812.....	Kentucky.....	Kentucky.....	Kentucky.....	Frigate Constellation.
	Wm. C. Nicholson.....	June 18, 1812....	Maryland.....	Maryland.....	Maryland.....	Sloop Concord.
	James B. Cooper, sailingmaster.	July 9, 1812.....	New Jersey.....	New Jersey.....	New Jersey.....	Philadelphia station.
1825.	E. W. Carpenter.....	July 10, 1813....	New York.....	New York.....	New York.....	Leave of absence.
	John L. Saunders.....	Nov. 15, 1809....	Virginia.....	Virginia.....	Virginia.....	Rendezvous, Norfolk.
	Joseph B. Hull.....	Nov. 5, 1813....	New York.....	Connecticut.....	Connecticut.....	Frigate Guerriere.
	Jatt Stone Paine.....	do.....	Maine.....	Maine.....	Maine.....	Sloop Fairfield.
	John F. Prentiss.....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
	John M. Sullivan.....	March 1, 1813....	New York.....	New York.....	New York.....	Leave of absence.
	Joseph Northrup.....	Nov. 9, 1813....	Maryland.....	Ohio.....	Ohio.....	Leave of absence.
	Thomas Pettigru.....	Jan. 1, 1812....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
	John S. Chauncy.....	do.....	New York.....	New York.....	New York.....	Leave of absence.

Naval register for 1831—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Irvine Shubrick	May 12, 1814....	Jan. 13, 1825....	South Carolina	South Carolina	Delaware	Leave of absence.
Thomas R. Gerry	Dec. 6, 1814....	do	Massachusetts	Massachusetts	Massachusetts	Waiting orders.
John Kelly	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Natchez.
Edward S. Johnson	Nov. 30, 1814....	do	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
William H. Gardner	Dec. 6, 1810....	do	Maryland	Maryland	Virginia	Ordinary at Norfolk.
David G. Farragut	Dec. 17, 1810....	do	Tennessee	Tennessee	Tennessee	Rescuing ship, Norfolk.
Richard S. Pinckney	August 3, 1814....	do	South Carolina	South Carolina	South Carolina	Frigate Brandywine.
Stephen B. Wilson	Jan. 1, 1812....	do	New York	New York	New York	Leave of absence.
Edward C. Rutledge	Nov. 30, 1814....	do	South Carolina	South Carolina	South Carolina	Leave of absence.
William S. Harris	do	do	Kentucky	Kentucky	Kentucky	Frigate Java.
Thomas Dorwin	May 2, 1815....	do	Ireland	Maryland	Maryland	Leave of absence.
Robert B. Cunningham	Nov. 30, 1814....	do	Virginia	Virginia	Virginia	Leave of absence.
James Glynn	March 4, 1815....	do	Pennsylvania	do	Connecticut	Leave of absence.
Joseph Myers	Dec. 6, 1814....	do	North Carolina	do	North Carolina	Sloop Peacock.
William C. Wetmore	June 18, 1812....	do	New York	New York	New York	Schooner Ishlahin.
Thomas R. Gedney	March 4, 1815....	do	South Carolina	South Carolina	South Carolina	Superintending survey.
John Ingher	Nov. 9, 1813....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Victor M. Randolph	June 11, 1814....	do	Virginia	Virginia	Virginia	Sloop Boston.
Joseph Cutler, Jr.	Dec. 6, 1814....	do	Maine	Maine	Maine	Leave of absence. Sick.
Jacob Crossinshield	Jan. 1, 1815....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Frederick Eagle	Dec. 6, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Vincennes.
A. J. D. Browne	Dec. 17, 1810....	do	Connecticut	Connecticut	Massachusetts	Rendezvous, Boston.
John H. Smith	Jan. 1, 1815....	do	New York	New York	New York	Furlough.
Francis Sanderson	Feb. 3, 1815....	do	Maryland	Maryland	Maryland	Sloop Vandalia.
John Ruhl	Nov. 30, 1814....	do	Rhode Island	Virginia	Virginia	Leave of absence.
Russell Baldwin	May 17, 1813....	do	Massachusetts	New York	New York	Leave of absence.
Robert Ritchie	Feb. 1, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Java.
David R. Stewart	do	do	Maryland	Maryland	Maryland	Waiting orders.
William W. M. Keab.	Nov. 30, 1814....	do	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Benjamin Tallmadge, Jr.	Jan. 24, 1815....	do	Connecticut	Connecticut	Connecticut	Frigate Brandywine.
Franklin Baelman	Jan. 28, 1815....	do	Maryland	Pennsylvania	Pennsylvania	Frigate Constellation.
Hubbard M. Hobbs	March 4, 1815....	do	Virginia	Virginia	Alabama	Sloop Natchez.
Samuel Mercet	do	do	Maryland	Maryland	Maryland	Waiting orders.
Charles Lowndes	March 18, 1815....	do	do	do	Virginia	Leave of absence.
L. M. Collaborough	June 18, 1812....	do	District of Columbia	District of Columbia	Maryland	Leave of absence.
George S. Hollins	Feb. 1, 1814....	do	Maryland	Maryland	do	Sloop Ontario.
D. N. Ingraham	June 18, 1812....	do	South Carolina	South Carolina	South Carolina	Waiting orders.
John Marston, Jr.	April 15, 1812....	do	Massachusetts	Massachusetts	Massachusetts	Leave of absence.
Henry Bruce	Nov. 9, 1813....	do	Maine	do	do	Sloop Vincennes.
William D. Newman	Feb. 1, 1814....	do	New York	New York	New York	Leave of absence.

Naval register for 1831—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where b. n.	State from which appointed.	State of which a citizen.	Duty or station.
1826.						
Henry A. Adams	March 14, 1814.....	Jan. 12, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
Alexander B. Finkham.....	June 17, 1814.....	do	Massachusetts.....	Ohio.....	Massachusetts.....	Waiting orders.
James D. Knight.....	Nov. 30, 1814.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Fairfield.
Joseph Mattison.....	do	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandalia.
William S. Walker.....	do	do	New Hampshire.....	New Hampshire.....	Massachusetts.....	Leave of absence.
Alexander Stidell.....	Jan. 1, 1815.....	do	New York.....	New York.....	New York.....	Frigate Brandywine.
James G. Donham.....	Jan. 11, 1815.....	do	Virginia.....	Maryland.....	Virginia.....	Leave of absence.
George F. Pearson.....	March 11, 1815.....	do	New Hampshire.....	Massachusetts.....	Massachusetts.....	Sloop Boston.
1826.						
James T. Gerry.....	Dec. 20, 1815.....	April 28, 1826.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
John S. Nicholas.....	June 6, 1815.....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel F. Dupont.....	Dec. 15, 1815.....	do	New Jersey.....	Delaware.....	Delaware.....	Sloop Ontario.
William L. Holton.....	Jan. 1, 1816.....	do	New York.....	New York.....	New York.....	On furlough.
William H. Campbell.....	May 30, 1816.....	do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Joseph M. Nicholson.....	do	do	do	do	do	Waiting orders.
James P. Wilson.....	Jan. 1, 1817.....	do	do	do	do	Schooner Grampus.
George A. Magruder.....	do	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
J. Edward Calhoun.....	May 30, 1816.....	do	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
John Pope.....	do	do	Massachusetts.....	Maine.....	Maine.....	Waiting orders.
Levin M. Powell.....	March 1, 1817.....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Charles Wilkes, jr.....	Jan. 1, 1818.....	do	New York.....	New York.....	New York.....	Sloop Boston.
Elisha Peck.....	March 4, 1817.....	do	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
John R. Cox, jr.....	July 4, 1817.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William Scaton.....	do	do	New York.....	New York.....	New York.....	Waiting orders.
John A. Carr.....	do	do	Maryland.....	Virginia.....	Virginia.....	Leave of absence.
Thomas J. Manning.....	Jan. 1, 1817.....	do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Natchez.
William Pearson.....	Jan. 1, 1818.....	do	do	do	do	Frigate Constellation.
William L. Howard.....	Jan. 10, 1818.....	do	New York.....	New York.....	do	Leave of absence.
William P. Piercy.....	March 15, 1818.....	do	Pennsylvania.....	District of Columbia.....	District of Columbia.....	Leave of absence.
Richard A. Jones.....	June 18, 1818.....	do	New York.....	New York.....	New York.....	Leave of absence.
John Swarzwout.....	Nov. 9, 1812.....	do	do	do	do	Receiving ship, Philadelphia.
Thomas J. Leab.....	Sept. 1, 1811.....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
William G. Woodsey.....	Jan. 1, 1817.....	do	At sea.....	Maryland.....	Maryland.....	Sloop Peacock.
William H. Kennon.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Vandalia.
Arthur Lewis.....	do	do	do	do	do	Frigate Guerriere.
1827.						
John W. West.....	Nov. 3, 1818.....	March 3, 1827.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Guerriere.
T. O. Schfridge.....	Jan. 1, 1818.....	do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Hulsom.

Naval register for 1831.—LIEUTENANTS.—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
R. R. Pinkham.....	Jan. 1, 1818.....	March 3, 1827....	Massachusetts.....	Ohio.....	Ohio.....	Leave of absence.
Henry Eagle, Jr.....	do do do do do	do do do do do	New York.....	New York.....	New York.....	Frigate Itelson.
A. K. Long.....	do do do do do	do do do do do	Maryland.....	Maryland.....	Maryland.....	Frigate Itelson.
G. J. Van Brunt.....	do do do do do	do do do do do	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Perceock.
Henry Pinkney.....	Nov. 3, 1818.....	do do do do do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William M. Glendy.....	Jan. 1, 1818.....	do do do do do	Virginia.....	do do do do do	Virginia.....	Leave of absence.
John H. Little.....	do do do do do	do do do do do	Maryland.....	do do do do do	Maryland.....	Leave of absence.
George P. Upshur.....	April 25, 1818.....	do do do do do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel B. Coeke.....	Jan. 1, 1818.....	do do do do do	do do do do do	do do do do do	do do do do do	Sloop Vincennes.
George S. Blake.....	do do do do do	do do do do do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
Z. F. Johnston.....	do do do do do	do do do do do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William Greene.....	do do do do do	do do do do do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Samuel Barron.....	Jan. 1, 1812.....	do do do do do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
George Izard, Jr.....	Jan. 1, 1818.....	do do do do do	Virginia.....	do do do do do	Virginia.....	Leave of absence.
Timothy G. Benham.....	Nov. 30, 1814.....	do do do do do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Waiting orders.
Robert W. Jones.....	Jan. 1, 1818.....	do do do do do	Connecticut.....	Connecticut.....	Connecticut.....	Receiving ship, New York.
Alexander G. Gordon.....	do do do do do	do do do do do	New York.....	New York.....	New York.....	Schooner Shark.
A. G. Slaughter.....	Nov. 3, 1818.....	do do do do do	District of Columbia	District of Columbia	Virginia.....	Navy yard, Washington.
A. E. Downes.....	Jan. 1, 1818.....	do do do do do	Virginia.....	Virginia.....	do do do do do	Sloop Fairfield.
Oscar Ballus.....	Jan. 1, 1817.....	do do do do do	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Ontario.
S. Humphreys.....	Jan. 1, 1818.....	do do do do do	District of Columbia	New York.....	New York.....	On furlough.
John Marshall.....	do do do do do	do do do do do	New York.....	do do do do do	do do do do do	In the Pacific.
Charles H. Jackson.....	March 4, 1818.....	do do do do do	Virginia.....	Virginia.....	Virginia.....	Sloop Concord.
Andrew A. Harwood.....	Jan. 1, 1818.....	do do do do do	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
T. McK. Buchanan.....	Nov. 3, 1818.....	do do do do do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Joseph R. Blake.....	Jan. 1, 1818.....	do do do do do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Theodore Bailey, jr.....	do do do do do	do do do do do	Virginia.....	District of Columbia	District of Columbia	Leave of absence.
John M. Rinker.....	do do do do do	do do do do do	New York.....	New York.....	New York.....	Leave of absence.
H. Y. Purviance.....	Nov. 3, 1818.....	do do do do do	Pennsylvania.....	Louisiana.....	Pennsylvania.....	Schooner transports.
George Adams.....	Jan. 1, 1818.....	do do do do do	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
			Delaware.....	do do do do do	do do do do do	Sloop Concord.
1828.						
Cad' R. Ringgold.....	March 4, 1819.....	May 17, 1828.....	Maryland.....	Maryland.....	Maryland.....	Sloop Vandalia.
John Graham.....	Feb. 27, 1819.....	do do do do do	Kentucky.....	Kentucky.....	Kentucky.....	Mediterranean.
William F. Lynch.....	Jan. 26, 1819.....	do do do do do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
Henry W. Morris.....	Aug. 21, 1819.....	do do do do do	New York.....	New York.....	New York.....	Sloop Boston.
Isaac S. Sterett.....	March 24, 1819.....	do do do do do	Maryland.....	Maryland.....	Maryland.....	In the Pacific.
Francis B. Ellison.....	May 28, 1819.....	do do do do do	New York.....	New York.....	New York.....	Sloop Vincennes.
Edward B. Boutwell.....	March 3, 1819.....	do do do do do	Virginia.....	Virginia.....	Virginia.....	Schooner Porpoise.

Naval register for 1831—LIEUTENANTS—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James T. Homans	Dec. 3, 1819....	May 17, 1828....	Massachusetts....	Massachusetts....	Massachusetts....	Leave of absence.
John E. Disbham	Dec. 13, 1819....	do	Pennsylvania....	New Jersey	New Jersey	Sloop Fairchild.
Silvery Smith Lee.....	Dec. 30, 1820....	do	Virginia	Virginia	Virginia	Leave of absence.
William C. Whittle.....	May 10, 1820....	do	do	do	do	Frigate Constellation.
John H. Marshall	do	do	Vermont	Louisiana	Louisiana	Frigate Brandywine.
Richard H. Morris.....	do	do	Pennsylvania....	Vermont	Vermont	Schooner Transpus.
Thompson D. Shaw.....	do	do	Virginia	Pennsylvania....	Pennsylvania....	Leave of absence.
Robert D. Thornburn	March 30, 1820....	do	Connecticut	Virginia	Virginia	Leave of absence.
Samuel Lockwood.....	July 12, 1820....	do	Georgia	New York	New York	Coast of Brazil.
Lloyd B. Newell.....	May 10, 1820....	do	Pennsylvania....	District of Columbia.	District of Columbia.	Frigate Vincennes.
John Casin.....	do	do	South Carolina....	South Carolina....	South Carolina....	Sloop Vincennes.
Paul H. Hayne.....	do	do	District of Columbia.	District of Columbia.	District of Columbia.	West India squadron.
Hillary H. Rhodes.....	do	do	New York	New York	New York	Sloop Ontario.
William S. Ogden.....	July 25, 1820....	do	Virginia	Mississippi	Louisiana	Receiving ship, Norfolk.
Edward O. Blanchard.....	May 10, 1820....	do	Rhode Island....	Rhode Island....	Rhode Island....	Leave of absence.
H. J. Auchmuty	do	do	Maryland	Maryland	Maryland	Sloop Natchez.
John G. Rodgers.....	May 4, 1817....	do	Virginia	Ohio	Ohio	Receiving ship, Philadelphia.
Frederick A. Neville.....	do	do	New York	New York	New York	Waiting orders.
John W. Moore.....	do	do	Massachusetts....	Massachusetts....	Massachusetts....	Leave of absence.
Edmund M. Russell.....	June 18, 1812....	do	New York	Massachusetts....	New York	Waiting orders.
Richard R. McMullin.....	May 10, 1820....	do	Virginia	Virginia	Virginia	Leave of absence.
Charles C. Turner.....	do	do	Maryland	Maryland	Maryland	Receiving ship, Norfolk.
Joseph Stallings.....	do	do	North Carolina....	North Carolina....	North Carolina....	Schooner Porpoise.
John Manning.....	do	do	New Jersey	New Jersey	New Jersey	Waiting orders.
Elias C. Taylor.....	Jan. 1, 1819....	do	Virginia	Virginia	Virginia	Sloop St. Louis.
Robert G. Robb.....	Sept. 6, 1821....	May 27, 1830....	France.....	District of Columbia.	District of Columbia.	Waiting orders.
Edward M. Vail.....	Dec. 1, 1821....	do	New York	South Carolina....	South Carolina....	Leave of absence.
Fitz Allen Deas.....	July 4, 1821....	do	New Jersey	New Jersey	New Jersey	Leave of absence.
Samuel W. Stockton.....	Dec. 1, 1821....	do	Pennsylvania....	Pennsylvania....	Pennsylvania....	Waiting orders.
John Calloun.....	Jan. 25, 1821....	do	New York	Pennsylvania....	New York	Navy yard, New York.
Charles W. Chauncey.....	May 1, 1822....	do	Pennsylvania....	Pennsylvania....	Pennsylvania....	Frigate Constellation.
Lawrence Pennington.....	Nov. 23, 1822....	do	District of Columbia.	Pennsylvania....	New York	Waiting orders.
Thomas T. Graven.....	May 1, 1822....	do	Connecticut	Connecticut	Connecticut	Sloop St. Louis.
Andrew H. Foote.....	Dec. 4, 1822....	do	Virginia	Virginia	Virginia	Frigate Brandywine.
John L. Ball.....	do	do	Pennsylvania....	Louisiana	Louisiana	Frigate Guerriere.
William W. Hunter.....	May 1, 1822....	do	Louisiana	Louisiana	Louisiana	

Naval register for 1831—Continued
SURGEONS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Louis Heermann.....	Feb. 8, 1802....	Nov. 27, 1804....	Germany.....	Virginia.....	Louisiana.....	Fleet surgeon in the Mediterranean.
Jonathan Condry.....	Jan. 1, 1800....	do	Massachusetts....	New York.....	Virginia.....	Navy yard, Norfolk.
William P. C. Barton....	June 28, 1809....	June 28, 1809....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Naval hospital, Norfolk.
Thomas Harris.....	July 6, 1812....	July 6, 1812....	do	do	do	Hospital, Philadelphia.
William Turk.....	May 15, 1800....	July 24, 1813....	New York.....	New York.....	New York.....	Sloop Concord.
Hyde Ray.....	July 20, 1809....	do	Maryland.....	Maryland.....	Maryland.....	Navy yard, Philadelphia.
Geord Dayers.....	March 15, 1809....	do	Flinders.....	District of Columbia.	Virginia.....	Navy yard, Charlestown.
John A. Kearney.....	March 3, 1809....	do	Ireland.....	do	District of Columbia.	Leave of absence.
Bailey Washington.....	May 9, 1810....	do	Virginia.....	Virginia.....	Virginia.....	Navy yard, Washington.
William Swift.....	May 14, 1813....	April 15, 1814....	Massachusetts....	Massachusetts....	Massachusetts....	Frigate Constellation.
Thomas B. Salter.....	May 19, 1813....	May 22, 1815....	New Jersey.....	New Jersey.....	New Jersey.....	Hospital, New York.
Peter Christie.....	July 8, 1812....	April 27, 1816....	do	do	Pennsylvania....	Leave of absence.
Samuel Jackson.....	July 10, 1812....	March 27, 1818....	New York.....	New York.....	New York.....	Leave of absence.
Andrew B. Cooke.....	Dec. 21, 1812....	do	do	do	do	Writing orders.
Leonard Osborne.....	April 29, 1813....	do	England.....	District of Columbia.	Maryland.....	Fleet surgeon in the Pacific.
Thomas Williamson.....	May 13, 1813....	do	Maryland.....	Maryland.....	do	Frigate Brandywine.
George S. Spurgeon.....	Nov. 8, 1813....	do	do	do	do	Fleet surgeon, West Indies.
Benjamin Ticknor.....	Dec. 16, 1814....	July 10, 1824....	Vermont.....	Connecticut.....	Connecticut.....	Baltimore station.
Montresir Morgan.....	Dec. 28, 1818....	do	Pennsylvania....	Pennsylvania....	Pennsylvania....	Fleet surgeon, coast of Brazil.
Thomas J. Boyd.....	March 28, 1820....	do	Delaware.....	Delaware.....	Delaware.....	Remedians, Philadelphia.
James Cornick.....	Sept. 11, 1819....	May 2, 1823....	Virginia.....	Virginia.....	Virginia.....	Sloop Vincennes.
Charles Chase.....	Dec. 10, 1814....	May 3, 1823....	Maine.....	Maine.....	Maine.....	Navy yard, Portsmouth.
D. S. Edwards.....	July 30, 1818....	May 5, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Remedians, New York.
Isaac Hulce.....	May 12, 1823....	May 6, 1825....	New York.....	New York.....	Maryland.....	Sloop Peacock.
John S. Wily.....	Dec. 20, 1815....	May 9, 1825....	Maryland.....	Maryland.....	Maryland.....	Navy yard, New York.
George Terrill.....	March 28, 1820....	May 22, 1826....	Virginia.....	Virginia.....	Virginia.....	Remedians, Norfolk.
John Huslett.....	June 30, 1823....	May 23, 1826....	South Carolina....	South Carolina....	South Carolina....	Sloop Foston.
James Page.....	March 5, 1811....	April 25, 1827....	Maryland.....	Maryland.....	Maryland.....	Hospital, Pensacola.
Waters Smith.....	June 5, 1820....	Jan. 3, 1828....	New York.....	Florida.....	Florida.....	Sloop St. Louis.
Benjamin F. Buche.....	July 5, 1824....	do	Virginia.....	Pennsylvania....	New Jersey.....	Navy yard, Pensacola.
A. A. Alce.....	July 15, 1824....	do	New York.....	New York.....	New York.....	Sloop Fairfield.
Thomas Dillard.....	Nov. 15, 1824....	do	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Stephen Rapajic.....	June 20, 1823....	Dec. 4, 1828....	New York.....	New York.....	New York.....	Leave of absence.
Robert F. Macomber.....	July 15, 1824....	do	Rhode Island.....	Rhode Island.....	do	Sloop Ontario.
A. P. Beers.....	Nov. 16, 1824....	do	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
John R. Chandler.....	Nov. 14, 1824....	do	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Natchez.
B. R. Tindal.....	Feb. 1, 1823....	do	New York.....	New York.....	New York.....	Receiving ship, New York.

Surgeons—37.

Naval register for 1831—Continued.

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Naval registers for 1831—Assistant Surgeons—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Assistant surgeons—46.						
Jones W. Plummer	June 20, 1829	June 20, 1829	Maryland	Maryland	Rhode Island	Navy yard, Pensacola.
John V. Smith	June 27, 1829	June 27, 1829	do	District of Columbia	Maryland	Leave of absence.
George Clymer	July 1, 1829	July 1, 1829	Connecticut	Connecticut	New York	Sloop Peacock.
Isaac Drinkwater	do	do	Virginia	Virginia	New York	Baltimore station.
Daniel Eghert	Aug. 22, 1829	Aug. 22, 1829	New York	New York	New York	Navy yard, New York.
Solomon Sharpe	Sept. 15, 1829	Sept. 15, 1829	Pennsylvania	Pennsylvania	District of Columbia	Schooner Porpoise.
Caleb W. Cloud	May 31, 1829	May 31, 1829	Delaware	Delaware	Virginia	Sloop Boston.
PETERS.						
Clement S. Hunt	June 7, 1803	April 25, 1812	Maryland	Maryland	Rhode Island	Navy yard, Pensacola.
Samuel Hambleton	Dec. 6, 1806	do	do	District of Columbia	Maryland	Leave of absence.
Thomas J. Clew	March 9, 1809	do	Connecticut	Connecticut	New York	Sloop Peacock.
Francis A. Thornton	Jan. 29, 1811	do	Virginia	Virginia	New York	Baltimore station.
James M. Halsey	March 2, 1811	do	New York	New York	New York	Navy yard, New York.
Edward Fitzgerald	March 22, 1811	do	Pennsylvania	Pennsylvania	District of Columbia	Schooner Porpoise.
Alexander P. Darnagh	May 6, 1811	do	Delaware	Delaware	Virginia	Sloop Boston.
William S. Rogers	Feb. 26, 1813	Feb. 26, 1813	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
Samuel P. Todd	July 20, 1812	March 1, 1813	Pennsylvania	Pennsylvania	Pennsylvania	Frigate Java.
George Beale	Jan. 8, 1812	July 24, 1813	Virginia	Virginia	Virginia	Waiting orders.
James H. Clark	July 24, 1813	do	Connecticut	New York	New York	Leave of absence.
Joseph Wilson	do	do	Massachusetts	Massachusetts	New Hampshire	Frigate Guerrier.
William Smedley	March 26, 1814	March 26, 1814	do	Georgia	Georgia	Frigate Brandywine.
John S. Todd	March 1, 1815	March 1, 1815	Pennsylvania	Pennsylvania	Pennsylvania	Leave of absence.
Timothy Winn	June 29, 1799	May 17, 1815	Massachusetts	Massachusetts	District of Columbia	Navy yard, Washington.
William M. Saps	May 29, 1815	May 29, 1815	New York	New York	New York	Receiving ship, New York.
Joseph H. Terry	June 6, 1815	June 6, 1815	do	do	do	Leave of absence.
Thomas Breese	July 8, 1815	July 8, 1815	Rhode Island	Rhode Island	Rhode Island	Navy yard, Philadelphia.
John De Bree	Dec. 29, 1817	Dec. 29, 1817	New Jersey	Pennsylvania	Virginia	Frigate Itabon.
Charles O. Handy	do	do	Rhode Island	Rhode Island	Rhode Island	Frigate Constellation.
Silas Butler	April 6, 1799	do	Connecticut	Connecticut	New York	New York station.
Edward N. Cox	March 28, 1820	March 2, 1829	Maryland	New York	do	Navy yard, Boston.
Nathaniel H. Perry	Oct. 26, 1819	May 26, 1821	Rhode Island	Rhode Island	Rhode Island	Leave of absence.
John S. Hambleton	Sept. 11, 1821	do	Maryland	Maryland	Maryland	Navy yard, Norfolk.
Joseph Watson	Nov. 14, 1823	do	Massachusetts	New York	New York	Navy yard, Portsmouth, N. H.
William McMurtrie	Jan. 15, 1824	March 3, 1825	do	New Jersey	New Jersey	Sloop Concord.
Garret R. Barry	Dec. 30, 1824	do	Virginia	Pennsylvania	Pennsylvania	Sloop Vandalia.
D. McF. Thornton	May 20, 1825	do	do	Kentucky	Virginia	Receiving ship, Norfolk.
Josiah Galdston	March 4, 1819	Aug. 21, 1826	Maryland	District of Columbia	District of Columbia	West India squadron.
Dudley Walker	do	do	do	Massachusetts	Massachusetts	Sloop St. Louis.

Naval register for 1831—Pursers—Continued.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Pursers—43.						
McKean Buchanan	Aug. 21, 1836....	Aug. 21, 1826....	Maryland	District of Columbia....	Pennsylvania	Leave of absence.
Henry Euting	Jan. 1, 1818....	Nov. 7, 1826....	do	Pennsylvania	do	Sloop Natchez.
James Brooks	Dec. 28, 1818....	Jan. 7, 1828....	Virginia	New York	Virginia	Leave of absence.
Greenville C. Cooper	March 11, 1829....	March 11, 1829....	Massachusetts	Massachusetts	District of Columbia....	Leave of absence.
do	do	do	do	New York	New York	Sloop Erie.
Francis B. Stockton	May 27, 1829....	May 27, 1829....	Pennsylvania	Pennsylvania	Tennessee	Sloop Ontario.
Francis G. McCauley	June 8, 1829....	June 8, 1829....	Virginia	Florida	Florida	Leave of absence.
William A. Shum	Oct. 6, 1829....	Oct. 6, 1829....	Maine	Louisiana	Louisiana	Sloop Fairfield.
Nathaniel Wilson	May 11, 1830....	May 11, 1830....	North Carolina	North Carolina	North Carolina	In the Pacific.
Philo White	May 12, 1830....	Nov. 12, 1830....	Rhode Island	New York	New York	West India.
Benjamin J. Cabonne	Nov. 18, 1830....	Nov. 18, 1830....	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Vincennes.
Starrett Ramsey	do	do	do	do	do	do
CHAPLAINS.						
James Everett	Dec. 28, 1818....	Dec. 28, 1818....	Massachusetts	Massachusetts	Massachusetts	Frigate Constellation.
Adison Searle	April 27, 1820....	April 27, 1820....	New Hampshire	New Hampshire	New York	Navy yard, New York.
John W. Grier	March 3, 1825....	March 3, 1825....	Pennsylvania	Pennsylvania	Pennsylvania	Navy yard, Philadelphia.
Hervey H. Hayes	May 5, 1827....	May 3, 1827....	Connecticut	Connecticut	Connecticut	Norfolk station.
John P. Fenner	Feb. 25, 1828....	Feb. 25, 1828....	England	District of Columbia....	New York	Navy yard, Boston.
do	Nov. 1, 1828....	Nov. 1, 1828....	New Jersey	New York	do	Leave of absence.
Charles S. Stewart	May 23, 1829....	May 23, 1829....	Ireland	Maryland	District of Columbia....	Navy yard, Washington.
William Ryland	Oct. 2, 1829....	Oct. 2, 1829....	Connecticut	Virginia	Virginia	Frigate Brandywine.
Timothy J. Harrison	Nov. 6, 1830....	Nov. 6, 1830....	Vermont	Connecticut	District of Columbia....	West India squadron.
Walter Colton	do	do	do	do	do	do
Chaplains—9.						
PASSED MIDSHIPMEN.						
WARRANTS DATED IN 1822.						
N. C. Lawrence	May 1, 1822....	May 24, 1823....	New York	New York	New York	Sloop Vandalia.
Amos Paine	do	do	Vermont	Vermont	Vermont	Sloop Peacock.
Nathaniel W. Duke	do	do	Kentucky	Kentucky	Kentucky	Leave of absence.
Edward J. Tilton	do	do	Delaware	Delaware	Delaware	Surveying.
WARRANTS DATED IN 1823.						
James H. Ward	March 4, 1823....	March 23, 1829....	Connecticut	Connecticut	Connecticut	Sloop Concord.
Henry Hoff	Oct. 28, 1823....	do	Pennsylvania	South Carolina	South Carolina	Navy yard, New York.
Jonathan Ingersoll	March 4, 1823....	do	Connecticut	Connecticut	Connecticut	Waiting orders.
Grey Skipwith	do	do	Rhode Island	Tennessee	Tennessee	Leave of absence.
Murray Mason	Nov. 14, 1823....	do	District of Columbia....	District of Columbia....	District of Columbia....	Leave of absence.
Charles H. Davis	Aug. 12, 1823....	do	Massachusetts	Massachusetts	Massachusetts	Sloop Ontario.
Stephen Johnston	June 28, 1823....	do	Indiana	Ohio	Ohio	On furlough.
Jonathan D. Swift	Aug. 25, 1823....	do	Massachusetts	North Carolina	New York	Leave of absence.

Naval register for 1831—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Jerome Callan	March 4, 1823....	March 25, 1829....	Pennsylvania....	Indiana.....	Pennsylvania.....	Leave of absence.
Pedro C. Valdes	June 16, 1823....	do	Chili.....	Pennsylvania	do	In the Pacific.
Charles M. Armstrong	March 4, 1823....	do	New York.....	New Jersey	New Jersey	Waiting orders.
Ebenezer Eppard	do	do	do	do	do	On furlough.
Henry H. Bell.....	Aug. 4, 1823....	do	North Carolina....	North Carolina....	North Carolina....	Sloop Vincennes.
Philip S. Stockton.....	Feb. 1, 1823....	do	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Wm. Smith.....	March 4, 1823....	do	Kentucky	Kentucky	Kentucky	Sloop Eolus.
Hamilton E. V. Robinson.....	do	do	Missouri	Missouri	Missouri	Leave of absence.
Charles H. McBlair.....	do	do	Maryland	Maryland	Maryland	Leave of absence.
James M. Watson.....	Feb. 1, 1823....	do	District of Columbia	District of Columbia	District of Columbia	Mediterranean.
John W. Turk.....	March 4, 1823....	do	New York.....	New York.....	New York.....	Leave of absence.
Junius J. Boyle.....	Aug. 27, 1823....	do	Maryland.....	District of Columbia	District of Columbia	Frigate Constellation.
William E. Hunt.....	Oct. 28, 1823....	do	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Garden C. Ashton.....	Dec. 9, 1823....	do	Virginia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Peter Turner.....	March 4, 1823....	do	Rhode Island....	Rhode Island....	Rhode Island....	Waiting orders.
Augustus R. Strong.....	June 20, 1823....	do	Missouri	Ohio.....	Ohio.....	Leave of absence.
Robert L. Browning	March 4, 1823....	do	Kentucky	Kentucky	Kentucky	Leave of absence.
A. B. Fairfax.....	Aug. 4, 1823....	do	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Nel M. Howison	Feb. 1, 1823....	do	do	do	do	Frigate Framlywine.
Wm. H. Lyne.....	March 4, 1823....	do	North Carolina....	North Carolina....	North Carolina....	Leave of absence.
John T. Jenkins.....	do	do	New York.....	New York.....	New York.....	On furlough.
Walter C. Cutts.....	do	do	Maine.....	Maine.....	Maine.....	On furlough.
John R. Bryan.....	Oct. 4, 1823....	do	Georgia.....	Georgia.....	District of Columbia	Leave of absence.
John A. Davis.....	March 4, 1823....	do	North Carolina....	Tennessee.....	Georgia.....	Leave of absence.
Henry K. Thatcher.....	do	do	Maine.....	Maine.....	Louisiana.....	Frigate Brandywine.
James H. Rowan	Aug. 19, 1823....	do	New York.....	New York.....	Maine.....	Sloop Erie.
Samuel E. Munn	Aug. 27, 1823....	do	Maryland.....	do	New York.....	On furlough.
William H. Noland.....	Dec. 13, 1823....	do	Virginia.....	Virginia.....	Maryland.....	Coast of Brazil.
Wm. D. Porter.....	Jan. 1, 1823....	do	Louisiana.....	Massachusetts	Arkansas.....	Sloop Concord.
Phileander F. Canely.....	March 4, 1823....	do	Massachusetts	Vermont	District of Columbia	Sloop Natchez.
William C. Homes.....	Aug. 25, 1823....	do	do	Massachusetts	Vermont	Surveying.
					Massachusetts	Boston station.

WARRANTS DATED IN 1824.

•Edward Boyd	Aug. 19, 1823....	Feb. 20, 1830....	New York.....	New York.....	New York.....	Sloop Vincennes.
Oren Burns	Dec. 1, 1824....	do	North Carolina....	North Carolina....	North Carolina....	Leave of absence.
George M. Hoe.....	Oct. 21, 1824....	do	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
H. M. Houston.....	May 12, 1824....	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
Harry Ingersoll.....	Feb. 28, 1824....	do	do	do	do	Leave of absence.

• The passed midshipmen of this date are arranged alphabetically. Their relative position cannot be ascertained until *all* of their date of warrant, are examined.

Naval register for 1831—PASSED MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William McBlair	Nov. 10, 1824....	Feb. 20, 1830....	Maryland	Maryland	Maryland	Sloop Fairfield.
Richard L. Page	March 1, 1824....	do	Virginia	Virginia	Virginia	Sloop Concord.
William C. Selden	Nov. 16, 1824....	do	do	do	District of Columbia	Navy yard, Washington.
Benjamin J. Totten	March 4, 1823....	do	West Indies	New York	New York	Leave of absence.
Charles A. Thompson	Aug. 27, 1823....	do	Maryland	Maryland	Maryland	Receiving ship, Norfolk.
Gab'l G. Williamson	June 2, 1824....	do	Virginia	Virginia	Virginia	Receiving ship, Norfolk.
Passed midshipmen—54.						
MIDSHIPMEN						
A.						
Robert W. Alden	May 1, 1822....	May 1, 1822....	New Hampshire	Pennsylvania	Pennsylvania	Leave of absence.
*James Allen, Jr.	April 1, 1823....	April 1, 1823....	Maine	Maine	Maine	Sloop Concord.
*John J. Almy	Feb. 2, 1829....	Feb. 2, 1829....	Rhode Island	Rhode Island	Rhode Island	Sloop Concord.
*William Allen	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Waiting orders.
*John P. B. Adam	do	do	Delaware	Delaware	Delaware	Waiting orders.
*James Anderson	do	do	Pennsylvania	Pennsylvania	Pennsylvania	Sloop Concord.
*John G. Audsley	July 1, 1822....	July 1, 1815....	New York	New York	New York	Sloop Vincennes.
B.						
Joseph B. Brown	July 10, 1819....	July 10, 1819....	Pennsylvania	Pennsylvania	Pennsylvania	Under examination.
Charles Critlon Barton	Dec. 1, 1824....	Dec. 1, 1824....	do	do	do	Frigate Hudson.
George M. Bache	Jan. 1, 1825....	Jan. 1, 1825....	Massachusetts	Massachusetts	Massachusetts	Naval school, Norfolk.
Francis Bartlett	March 1, 1825....	March 1, 1825....	Vermont	Vermont	Massachusetts	Schooner Shark.
Simon B. Bissell	do	do	New Hampshire	New Hampshire	New Hampshire	Leave of absence.
John M. Berrien	do	do	Georgia	Georgia	New Jersey	Leave of absence.
Thomas W. Brent	do	do	District of Columbia	District of Columbia	District of Columbia	Naval school, Norfolk.
Lorenzo T. Bennett	Dec. 7, 1825....	Dec. 7, 1825....	New York	Connecticut	Connecticut	New York school.
William H. Broome	April 1, 1826....	April 1, 1826....	Virginia	Virginia	Virginia	Leave of absence.
Henry Broom	Nov. 1, 1826....	Nov. 1, 1826....	New Jersey	New York	New York	Schooner Porpoise.
*Agenor Bosque	do	do	Louisiana	Louisiana	Louisiana	West India squadron
Charles S. Boggs	do	do	New Jersey	New Jersey	New Jersey	Schooner Porpoise.
Philip M. Box	do	do	Georgia	Georgia	Georgia	Sloop Vandania.
William W. Blaker	May 1, 1827....	May 1, 1827....	New York	New York	New York	Frigate Java.
Carter Beverley	August 1, 1827....	Aug. 1, 1827....	Virginia	Mississippi	Mississippi	Leave of absence.
James E. Brown	Dec. 1, 1827....	Dec. 1, 1827....	do	Virginia	Virginia	Frigate Constellation.
William H. Brown	Jan. 1, 1828....	Jan. 1, 1828....	Maryland	Maryland	District of Columbia	Schooner Grampus.
Lloyd J. Bryan	do	do	Virginia	Virginia	Virginia	New York station.
*William H. Burgess	April 1, 1828....	April 1, 1828....	North Carolina	North Carolina	North Carolina	Frigate Guerriere.
William H. Ball	do	do	District of Columbia	Ohio	District of Columbia	Frigate Constellation.
*William C. Banister	do	do	Virginia	Virginia	Virginia	Sloop St. Louis.

☐ Those midshipmen whose names are marked with an asterisk (*) have not yet received their warrants.

Naval register for 1831—Miscellaneous—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
• John Eorlen	April 1, 1828....	April 1, 1828....	Pennsylvania....	Ohio.....	Ohio.....	Frigate Guerriere.
• John Buchanan.....	July 1, 1828....	July 1, 1828....	Maryland.....	Maryland....	Maryland....	Sloop Vandalia.
James K. Bowie.....	Nov. 1, 1828....	Nov. 1, 1828....	do.....	do.....	do.....	Frigate Java.
• Thomas A. Budd.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York....	New York....	Coast of Brazil.
• John Barnister.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
• Alonso P. Buck.....	do.....	do.....	Vermont.....	Vermont.....	New Jersey..	Sloop Erie.
• Edward C. Bowers....	do.....	do.....	Connecticut...	Connecticut..	do.....	Sloop St. Louis.
• Nathaniel Greene Day	do.....	do.....	New York.....	New York....	New York....	Sloop Peacock.
• Angus S. Baldwin.....	do.....	do.....	New Jersey....	New Jersey....	New Jersey....	Waiting orders.
• Otway H. Berryman.....	do.....	do.....	Virginia.....	District of Columbia.	District of Columbia.	Sloop Vandalia.
• John Shaw Booth.....	May 27, 1829....	May 27, 1829....	New York.....	New York....	Connecticut..	New York school.
• Richard Babco, Jr.....	June 8, 1829....	June 8, 1829....	Pennsylvania....	Pennsylvania..	Pennsylvania..	Sloop Erie.
• Francis E. Barry.....	June 22, 1829....	June 22, 1829....	Tennessee.....	do.....	do.....	Frigate Java.
C.						
Horatio N. Cady.....	March 4, 1823....	March 4, 1823....	New Hampshire	New Hampshire	New Hampshire	New York school.
Frederick Chatard.....	Nov. 16, 1824....	Nov. 16, 1824....	Maryland.....	Maryland....	Maryland....	Leave of absence.
John B. Cuttings, Jr.....	Jan. 1, 1825....	Jan. 1, 1825....	Virginia.....	Virginia.....	Virginia.....	New York school.
John C. Carter.....	do.....	do.....	do.....	Kentucky.....	Kentucky.....	New York school.
Richard S. Cox.....	March 1, 1825....	March 1, 1825....	New York.....	New Jersey....	New Jersey....	On furlough.
John W. Cox, Jr.....	do.....	do.....	Louisiana.....	Ohio.....	Ohio.....	Leave of absence.
Daniel Cameron.....	Jan. 1, 1826....	Jan. 1, 1826....	Pennsylvania....	Pennsylvania..	Pennsylvania..	Sloop Ontario.
Daniel Carter.....	Aug. 1, 1826....	Aug. 1, 1826....	Ohio.....	Ohio.....	Ohio.....	Norfolk school.
William Chandler.....	do.....	do.....	District of Columbia	District of Columbia	District of Columbia	Frigate Brandywine.
Robert A. Cassin.....	Nov. 1, 1826....	Nov. 1, 1826....	Pennsylvania....	Louisiana.....	do.....	Sloop Lexington.
William C. Chaplin.....	do.....	do.....	do.....	Pennsylvania....	Pennsylvania....	Sloop Natchez.
M. G. L. Claiborne.....	Feb. 1, 1827....	Feb. 1, 1827....	Tennessee.....	Tennessee.....	Tennessee.....	Leave of absence.
Overture Carr.....	March 1, 1827....	March 1, 1827....	District of Columbia	Indiana.....	District of Columbia.	Leave of absence.
Charles H. Cotton.....	Jan. 1, 1828....	Jan. 1, 1828....	Vermont.....	Vermont.....	Vermont.....	Schooner Ursinus.
• Franklin Clinton.....	April 1, 1828....	April 1, 1828....	New York.....	New York....	New York....	Frigate Java.
• Augustus L. Case.....	do.....	do.....	do.....	do.....	do.....	Frigate Hudson.
• James W. Cooke.....	do.....	do.....	North Carolina	North Carolina	North Carolina	Frigate Guerriere.
John A. Coyle.....	do.....	do.....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Fairfield.
• George T. Crump.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
• George R. Carroll.....	do.....	do.....	Maryland.....	Maryland....	Maryland....	Sloop Peacock.
• Tanis A. M. Craven.....	do.....	do.....	New Hampshire	New York.....	New York.....	Sloop Boston.
Oswan Claphorne.....	May 19, 1829....	May 19, 1829....	Mississippi.....	Mississippi.....	Mississippi.....	Frigate Constellation.
Richard C. Cogdell.....	do.....	do.....	South Carolina	South Carolina	South Carolina	West India squadron.
D.						
Ezra T. Dougherty.....	May 3, 1824....	May 3, 1824....	New York.....	New York....	New York....	Norfolk school.

Naval register for 1831—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
A.	James F. Duncan.....	Nov. 12, 1825.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
	John C. Davidson.....	Nov. 22, 1825.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop Fairfield.
	John A. Dahlgren.....	Feb. 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
	•Henry Darentel.....	April 1, 1826.....	Louisiana.....	Louisiana.....	Louisiana.....	Frigate Guerriere.
	Benjamin M. Dove.....	Dec. 1, 1826.....	Virginia.....	Virginia.....	District of Columbia.....	Frigate Java.
	John De Camp.....	Oct. 1, 1827.....	New Jersey.....	Florida.....	Florida.....	Frigate Hudson.
	Percival Drayton.....	Dec. 1, 1827.....	South Carolina.....	South Carolina.....	South Carolina.....	New York school.
	Robert Deacon.....	Jan. 1, 1828.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Yandalla.
	Francis V. Delberghe.....	April 1, 1828.....	Georgia.....	Georgia.....	Georgia.....	Leave of absence.
	•Daniel F. Dulany.....	do.....	Virginia.....	Maine.....	Virginia.....	Sloop St. Louis.
	•B. S. B. Dartington.....	May 1, 1828.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop St. Louis.
	•Townsend Daile.....	Feb. 2, 1829.....	Maine.....	Virginia.....	Virginia.....	Frigate Guerriere.
	•Thomas F. Davis.....	do.....	Massachusetts.....	Maine.....	Maine.....	Waiting orders.
	•John B. Dale.....	do.....	do.....	Massachusetts.....	Massachusetts.....	Waiting orders.
	•Stephen Deak.....	March 17, 1829.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
B.	Stephen Decatur.....	Oct. 2, 1829.....	Pennsylvania.....	New Hampshire.....	New Hampshire.....	Frigate Constellation.
	•Edwin J. De Haven.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Sloop Natchez.
	William B. Everett.....	Feb. 1, 1823.....	Maryland.....	Maryland.....	Rhode Island.....	Waiting orders.
	Thomas O. L. Elwyn.....	Sept. 19, 1825.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.
	Stephen D. Elliott.....	March 1, 1827.....	Mississippi.....	Mississippi.....	Mississippi.....	Frigate Brandywine.
	•Joseph Eckford.....	May 1, 1827.....	New York.....	New York.....	New York.....	In the Mediterranean.
	George F. Emmons.....	April 1, 1828.....	Vermont.....	Vermont.....	Vermont.....	Navy yard, New York.
	•William G. Elliott.....	do.....	Missouri.....	Arkansas.....	Arkansas.....	Norfolk station.
	Robert Fitchugh.....	Jan. 1, 1825.....	Maryland.....	New York.....	New York.....	Naval school, New York.
	William C. Farrar.....	April 1, 1826.....	Missouri.....	Missouri.....	Missouri.....	Leave of absence.
C.	Henry French.....	Jan. 1, 1828.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Java.
	Octavius T. Fairfax.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Fairfield.
	•Henry C. Flagg, Jr.....	April 1, 1828.....	Connecticut.....	South Carolina.....	South Carolina.....	Frigate Guerriere.
	•James M. Frailey.....	May 1, 1828.....	Maryland.....	Maryland.....	Maryland.....	Sloop St. Louis.
	•George M. Fowler.....	Nov. 1, 1828.....	Louisiana.....	Louisiana.....	Louisiana.....	Sloop Boston.
	•Richard Forrest.....	do.....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Sloop St. Louis.
	•John W. D. Ford.....	Feb. 2, 1828.....	Maryland.....	Virginia.....	Virginia.....	Waiting orders.
	Sylvanus Gordon.....	March 4, 1819.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	New York school.
	John J. Glasdon.....	Feb. 1, 1823.....	New York.....	New York.....	New York.....	Leave of absence.
	Gurt Ganevoort.....	March 4, 1823.....	do.....	do.....	do.....	Sloop St. Louis.
D.	Israel S. Griffin.....	do.....	Maryland.....	Maryland.....	Maryland.....	Waiting orders.

Naval register for 1831—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
William F. Grymes	March 4, 1823	March 4, 1828	Virginia	Virginia	Virginia	Leave of absence.
James B. Glentworth	Aug. 19, 1823	Aug. 19, 1828	Pennsylvania	Pennsylvania	New Jersey	Suspended.
John R. Goldborough	Nov. 16, 1824	Nov. 16, 1824	District of Columbia	District of Columbia	District of Columbia	On furlough.
John W. Graham	Jan. 1, 1825	Jan. 1, 1825	Connecticut	Connecticut	Connecticut	New York school.
John P. Gillis	Dec. 12, 1825	Dec. 12, 1825	Delaware	Delaware	Illinois	New York school.
Spencer C. Gist	May 1, 1826	May 1, 1826	Tennessee	Tennessee	Tennessee	Frigate Guerriere.
Charles Green	do	do	Connecticut	Connecticut	Connecticut	Leave of absence.
John M. Gardner	June 1, 1826	June 1, 1826	Pennsylvania	Maryland	Pennsylvania	Frigate Guerriere.
Oliver S. Glisson	Nov. 1, 1826	Nov. 1, 1826	Ohio	Indiana	Indiana	New York school.
Theodore P. Green	do	do	Vermont	Vermont	Vermont	Sloop Ontario.
George R. Gray	do	do	Delaware	Pennsylvania	Pennsylvania	Surveying.
Alberto Griffith	do	do	Virginia	Virginia	Virginia	Frigate Java.
Edwin L. Greenwood	Dec. 1, 1826	Dec. 1, 1826	Massachusetts	Massachusetts	Massachusetts	Sloop Fairfield.
Samuel T. Gillet	do	do	New York	Indiana	Indiana	Leave of absence.
James M. Gillies	March 1, 1827	March 1, 1827	District of Columbia	District of Columbia	District of Columbia	Sloop Concord.
William C. Griffin	Oct. 1, 1827	Oct. 1, 1827	Virginia	Virginia	Virginia	Sloop St. Louis.
Joseph F. Green	Nov. 1, 1827	Nov. 1, 1827	Maine	Maine	Maine	Frigate Hudson.
George W. Gay	April 1, 1828	April 1, 1828	Massachusetts	Massachusetts	Massachusetts	Frigate Java.
John C. Graham	do	do	District of Columbia	Kentucky	District of Columbia	Frigate Guerriere.
Peter L. Grassevoort	June 1, 1828	June 1, 1828	New York	New York	New York	Coast of Brazil.
Charles E. L. Griffin	Nov. 1, 1828	Nov. 1, 1828	Virginia	do	do	Sloop Concord.
Andrew F. V. Gray	Oct. 15, 1829	Oct. 15, 1829	do	do	do	Schooner Porpoise.
H.						
Samuel F. Hazard	Jan. 1, 1823	Jan. 1, 1823	Rhode Island	Rhode Island	Rhode Island	Navy yard, Teston.
Edward H. Hubbard	March 4, 1823	March 4, 1826	Maine	Maine	Maine	New York school.
John E. Holt, Jr.	do	do	Virginia	Virginia	Virginia	New York school.
William A. Howard	Jan. 1, 1825	Jan. 1, 1825	Maine	Maine	Maine	On furlough.
Robert B. Hitchcock	do	do	Connecticut	Connecticut	Connecticut	New York school.
George Hurst	do	do	Pennsylvania	Pennsylvania	Pennsylvania	New York school.
Mark Hale	March 1, 1825	March 1, 1825	Vermont	Vermont	Vermont	Frigate Hudson.
Timothy A. Hunt	do	do	Connecticut	Connecticut	Connecticut	New York school.
William F. Huse	August 1, 1825	Aug. 1, 1825	Virginia	Virginia	Virginia	Leave of absence.
Robert Hundy	Feb. 1, 1826	Feb. 1, 1826	Rhode Island	Rhode Island	Rhode Island	Frigate Hudson.
John C. Harter	March 1, 1826	March 1, 1826	North Carolina	North Carolina	North Carolina	Navy yard, New York.
George N. Hawkins	do	do	Kentucky	Kentucky	Kentucky	Frigate Brantwyne.
Francis Huger	June 1, 1826	June 1, 1826	South Carolina	South Carolina	South Carolina	Sloop Brantwyne.
Edward L. Hundy	do	do	Maryland	Maryland	Maryland	Sloop Boston.
Lewis P. Hightee	Nov. 1, 1826	Nov. 1, 1826	New Jersey	New Jersey	New Jersey	Waiting orders.
Charles Heywood	do	do	Maine	Maine	Maine	Frigate Brantwyne.

Naval register for 1831.—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
I.						
Addison C. Hinton.....	Feb. 1, 1827....	Feb. 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Vandalia.
•Erastus Huntington.....	do	do	Connecticut.....	Connecticut.....	Connecticut.....	Sloop St. Louis.
•Alexander M. Henderson.....	April 1, 1827....	April 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Guerriere.
Zachariah Holland.....	June 1, 1827....	June 1, 1827....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Henry C. Hart.....	Sept. 1, 1827....	Sept. 1, 1827....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
Boehrd W. Hunter.....	Nov. 1, 1827....	Nov. 1, 1827....	District of Columbia.....	Virginia.....	Virginia.....	Waiting orders.
Robert Emmet Hood.....	Jan. 1, 1828....	Jan. 1, 1828....	Virginia.....	do	do	Leave of absence.
•Albert A. Holcomb.....	April 1, 1828....	April 1, 1828....	New Jersey.....	Kentucky.....	Kentucky.....	In the Pacific.
Edward Hopkinson.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Hudson.
•H. J. Hurlstone.....	do	do	South Carolina.....	Georgia.....	South Carolina.....	Frigate Guerriere.
•Horace A. Harrison.....	do	do	Georgia.....	do	Georgia.....	Frigate Guerriere.
•George Henderson.....	May 1, 1828....	May 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
•James L. Henderson.....	June 1, 1828....	June 1, 1828....	do	District of Columbia.....	do	Sloop St. Louis.
•Levin Handy.....	do	do	Maryland.....	Maryland.....	Maryland.....	Sloop St. Louis.
•Thomas T. Hunter.....	July 1, 1828....	July 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Schooner Dolphin.
•William Lewis Hernlund.....	Nov. 1, 1828....	Nov. 1, 1828....	do	do	do	Frigate Guerriere.
•William D. Hurst.....	Feb. 2, 1829....	Feb. 2, 1829....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Vincennes.
•Parry W. Humphreys.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Waiting orders.
•Daniel Hunt.....	Feb. 2, 1829....	Feb. 2, 1829....	New Jersey.....	Ohio.....	Ohio.....	Waiting orders.
Joshua Humphreys.....	do	do	Pennsylvania.....	Pennsylvania.....	District of Columbia.....	Frigate Brandywine.
•Charles Henderson.....	April 6, 1830....	April 6, 1830....	do	do	Pennsylvania.....	On furlough.
•James L. Hcup.....	June 5, 1830....	June 5, 1830....	do	do	do	Sloop Boston.
•Richard M. Harvey.....	July 24, 1830....	July 24, 1830....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Brandywine.
J.						
William F. Irving.....	Jan. 1, 1825....	Jan. 1, 1825....	New York.....	New York.....	New York.....	Leave of absence.
Edgar Irving.....	Nov. 1, 1826....	Nov. 1, 1826....	do	do	do	Leave of absence.
William H. Inskip.....	April 1, 1828....	April 1, 1828....	Ohio.....	Ohio.....	Ohio.....	Schooner Shark.
•Frederick Bailey.....	Feb. 2, 1829....	Feb. 2, 1829....	Maine.....	Maine.....	Maine.....	Waiting orders.
Robert Jones.....	March 4, 1823....	March 4, 1823....	Louisiana.....	Louisiana.....	Louisiana.....	Waiting orders.
Joseph W. Jarvis.....	Jan. 1, 1825....	Jan. 1, 1825....	Connecticut.....	North Carolina.....	North Carolina.....	Frigate Java.
William J. Jenkins.....	March 1, 1825....	March 1, 1825....	Rhode Island.....	Pennsylvania.....	Pennsylvania.....	New York school.
William P. Jones.....	Jan. 1, 1827....	Jan. 1, 1827....	Illinois.....	Missouri.....	Missouri.....	Leave of absence.
Robert E. Johnson.....	Oct. 1, 1827....	Oct. 1, 1827....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Ontario.
Francis E. Joyner.....	April 1, 1828....	April 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Vandalia.
Thornton A. Jenkins.....	Nov. 1, 1828....	Nov. 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
•Edmund Jenkins.....	Feb. 2, 1829....	Feb. 2, 1829....	Maryland.....	Maryland.....	Maryland.....	Schooner Porpoise.
•John A. Jarvis.....	Dec. 3, 1829....	Dec. 3, 1829....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Ontario.

Naval register for 1831.—MINISTERS.—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
K.						
C. H. A. H. Kennedy.....	Feb. 10, 1819....	Feb. 10, 1819....	Virginia.....	Virginia.....	Virginia.....	Ordinary at Norfolk.
Augustus H. Killy.....	July 4, 1821....	July 4, 1821....	Maryland.....	Maryland.....	Maryland.....	Surveying.
Lewis G. Keith.....	July 1, 1825....	July 1, 1825....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
*Samuel R. Knox.....	April 1, 1828....	April 1, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Ship Vandalia.
*Edmund C. Kennedy.....	Sept. 17, 1820....	Sept. 17, 1820....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
L.						
James L. Larher.....	May 10, 1820....	May 10, 1820....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Joseph Lavman.....	Jan. 1, 1825....	Jan. 1, 1825....	Connecticut.....	Connecticut.....	Connecticut.....	Leave of absence.
*Samuel Phillips Lee.....	Nov. 22, 1825....	Nov. 22, 1825....	Virginia.....	Virginia.....	Virginia.....	Norfolk school.
Cranston Laurie.....	Nov. 1, 1826....	Nov. 1, 1826....	District of Columbia.....	Tennessee.....	District of Columbia.....	Frigate Java.
William Lambert.....	Dec. 1, 1826....	Dec. 1, 1826....	do.....	Alabama.....	Alabama.....	Frigate Hudson.
William B. Ludlow.....	May 1, 1827....	May 1, 1827....	Delaware.....	Maryland.....	Massachusetts.....	Frigate Java.
*Levi Linsoll, jr.....	Nov. 1, 1827....	Nov. 1, 1827....	Massachusetts.....	Massachusetts.....	do.....	Leave of absence.
*Samuel Larkin, jr.....	April 1, 1828....	April 1, 1828....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Schooner Dolphin.
*James M. Lockert.....	do.....	do.....	South Carolina.....	Tennessee.....	Tennessee.....	Frigate Guerriere.
*Ninian E. Lane.....	do.....	do.....	do.....	Illinois.....	Missouri.....	Ship Concord.
*Henry H. Lewis.....	May 1, 1828....	May 1, 1828....	Virginia.....	Kentucky.....	Kentucky.....	Leave of absence.
*George Lansing.....	Nov. 1, 1828....	Nov. 1, 1828....	New York.....	New York.....	New York.....	Frigate Brandywine.
*Montgomery Lewis.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Hudson.
*William Leigh.....	do.....	do.....	do.....	Virginia.....	Virginia.....	Frigate Constellation.
*Dominick Lynch, jr.....	Feb. 2, 1829....	Feb. 2, 1829....	New York.....	New York.....	New York.....	Frigate Java.
*Adam J. Leslie.....	do.....	do.....	Ireland.....	Ohio.....	Ohio.....	Waiting orders.
Richard L. Love.....	Sept. 17, 1820....	Sept. 17, 1820....	Virginia.....	Virginia.....	Virginia.....	Frigate Brandywine.
M.						
William M. A. Moore.....	Aug. 19, 1823....	Aug. 19, 1823....	Virginia.....	Virginia.....	Virginia.....	Norfolk station.
Albert M' Daniel.....	Aug. 27, 1823....	Aug. 27, 1823....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Norfolk school.
John S. Misonan.....	June 27, 1824....	June 27, 1824....	South Carolina.....	South Carolina.....	South Carolina.....	New York school.
Alexander H. Marbury.....	July 14, 1824....	July 14, 1824....	District of Columbia.....	District of Columbia.....	District of Columbia.....	New York school.
Henry Mifflin.....	Dec. 1, 1824....	Dec. 1, 1824....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Receiving ship, Philadelphia.
Thomas A. Moll.....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	New York school.
Edwin W. Moore.....	Jan. 1, 1825....	Jan. 1, 1825....	District of Columbia.....	Virginia.....	Virginia.....	Navy yard, Norfolk.
Matthew F. Maury.....	Feb. 1, 1825....	Feb. 1, 1825....	Virginia.....	Tennessee.....	do.....	New York school.
John K. Mitchell.....	do.....	do.....	Florida.....	Florida.....	Florida.....	Norfolk school.
Henry Moor.....	March 1, 1825....	March 1, 1825....	Maine.....	Maine.....	Maine.....	Navy yard, Boston.
Horatio G. Myers.....	Nov. 23, 1825....	Nov. 23, 1825....	South Carolina.....	South Carolina.....	South Carolina.....	Naval school, New York.
Alexander C. Maury.....	Feb. 1, 1826....	Feb. 1, 1826....	Tennessee.....	Tennessee.....	Tennessee.....	Ship Erie.
Thomas W. Melvil.....	do.....	do.....	France.....	Massachusetts.....	Massachusetts.....	Ship Vincennes.

Naval register for 1831—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James P. M'Kinstry.....	Feb. 1, 1826.....	Feb. 1, 1826.....	New York.....	Michigan.....	Michigan.....	Leave of absence.
James T. M'Donogh.....	April 1, 1826.....	April 1, 1826.....	Delaware.....	Connecticut.....	Delaware.....	Frigate Java.
Richard W. Meade.....	do.....	do.....	Spain.....	Pennsylvania.....	Pennsylvania.....	Frigate Brandywine.
James F. Miller.....	Nov. 1, 1826.....	Nov. 1, 1826.....	New Hampshire.....	Massachusetts.....	New Hampshire.....	Sloop Peacock.
D. B. Morgan.....	Feb. 1, 1827.....	Feb. 1, 1827.....	Louisiana.....	Louisiana.....	Louisiana.....	Schooner Shark.
•George Minor.....	April 1, 1827.....	April 1, 1827.....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
Bernard J. Moeller.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Ontario.
•Virgil M'Cracken.....	May 1, 1827.....	May 1, 1827.....	Kentucky.....	Kentucky.....	Kentucky.....	Leave of absence.
John Middleton.....	Nov. 1, 1827.....	Nov. 1, 1827.....	South Carolina.....	South Carolina.....	South Carolina.....	Leave of absence.
George M. M'Creevy.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
J. T. McLaughlin.....	Dec. 1, 1827.....	Dec. 1, 1827.....	Maryland.....	Alabama.....	Alabama.....	Sloop Boston.
•Robert P. Mayrant.....	April 1, 1828.....	April 1, 1828.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Vincennes.
Joseph Morehead.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	Sloop Natchez.
•David McDougal.....	Dec. 1, 1828.....	Dec. 1, 1828.....	do.....	do.....	do.....	Sloop Boston.
•George Macomber.....	May 1, 1828.....	May 1, 1828.....	Rhode Island.....	Georgia.....	Georgia.....	Sloop Ontario.
•John B. Marchand.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Peacock.
•William T. Muse.....	June 1, 1828.....	June 1, 1828.....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Dolphin.
•Edward Middleton.....	July 1, 1828.....	July 1, 1828.....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Java.
•John F. Mercer.....	Oct. 1, 1828.....	Oct. 1, 1828.....	New Jersey.....	Connecticut.....	Connecticut.....	Sloop Natchez.
•Charles F. McIntosh.....	Nov. 1, 1828.....	Nov. 1, 1828.....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
•Thomas W. Magruder.....	Feb. 2, 1829.....	Feb. 2, 1829.....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
•John B. Meigs.....	do.....	do.....	Georgia.....	Pennsylvania.....	Georgia.....	Receiving ship, New York.
•Benjamin D. Moore.....	do.....	do.....	Kentucky.....	Tennessee.....	Illinois.....	Sloop Erie.
•William Lewis Maury.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Frigate Java.
•Rhydon G. Moore.....	do.....	do.....	South Carolina.....	Georgia.....	Georgia.....	Waiting orders.
•Charles W. Morris.....	Sept. 12, 1829.....	Sept. 12, 1829.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Waiting orders.
N.						
James Noble.....	May 27, 1824.....	May 27, 1824.....	Kentucky.....	Indiana.....	Indiana.....	Frigate Guerriere.
•James H. North.....	May 29, 1829.....	May 29, 1829.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Erie.
•Hendrick Norvell.....	Aug. 14, 1830.....	Aug. 14, 1830.....	Kentucky.....	Tennessee.....	Kentucky.....	West India squadron.
O.						
Gabriel A. O'Brien.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Algiers.....	Pennsylvania.....	Pennsylvania.....	On Furlough.
Lewis Ogden.....	March 1, 1825.....	March 1, 1825.....	New York.....	New York.....	New York.....	Sloop Vincennes.
P.						
C. W. Pickering.....	May 1, 1822.....	May 1, 1822.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	New York school.
James S. Palmer.....	Jan. 1, 1825.....	Jan. 1, 1825.....	New Jersey.....	New Jersey.....	New Jersey.....	Leave of absence.
Charles H. Poor.....	March 1, 1825.....	March 1, 1825.....	Massachusetts.....	Massachusetts.....	District of Columbia	Norfolk school.
George A. Prentiss.....	do.....	do.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Leave of absence.

Naval register for 1831—MINISTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Cleop. Price.....	Feb. 1, 1826....	Feb. 1, 1826....	Kentucky.....	Kentucky.....	Kentucky.....	Sloop Erie.
Charles Petree.....	August 1, 1827....	August 1, 1827....	Massachusetts.....	Massachusetts.....	Massachusetts.....	West India squadron.
•William H. Pendleton.....	Sept. 1, 1827....	Sept. 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
R. H. L. Paterson.....	Oct. 1, 1827....	Oct. 1, 1827....	New York.....	New York.....	New York.....	On furlough.
William A. Patterson.....	do	do	Maryland.....	Alabama.....	Maryland.....	Leave of absence.
Thomas J. Page.....	do	do	Virginia.....	Virginia.....	Virginia.....	Sloop Erie.
•Ferdinand Piper.....	Nov. 1, 1827....	Nov. 1, 1827....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Guerriere.
Robert F. Pinney.....	Dec. 1, 1827....	Dec. 1, 1827....	Maryland.....	Maryland.....	Maryland.....	Sloop Fairfield.
Cincinnati Pryor.....	Jan. 1, 1828....	Jan. 1, 1828....	Virginia.....	Virginia.....	Virginia.....	Sloop Boston.
•John P. Parker.....	April 1, 1828....	April 1, 1828....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Sloop Ontario.
•Henry J. Paul.....	do	do	Ireland.....	North Carolina.....	North Carolina.....	Frigate Guerriere.
•Alexander M. Pennoek.....	do	do	Virginia.....	Tennessee.....	Tennessee.....	Frigate Guerriere.
•Edward H. Perkins.....	do	do	Connecticut.....	New York.....	New York.....	Sloop St. Louis.
•Roger Perry.....	July 1, 1828....	July 1, 1828....	Maryland.....	Maryland.....	Maryland.....	Frigate Brandywine.
•Augustin W. Prevost.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Sloop Concord.
•Robert B. Pogram.....	Feb. 2, 1829....	Feb. 2, 1829....	Virginia.....	Virginia.....	Virginia.....	Sloop Boston.
•Robert Patten.....	do	do	do	District of Columbia.....	do	Const. of Brazil.
•William Pope.....	do	do	Illinois.....	Illinois.....	Illinois.....	Waiting orders.
•David D. Porter.....	do	do	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
•Oliver H. Perry.....	Feb. 23, 1829....	Feb. 23, 1829....	Rhode Island.....	Rhode Island.....	Rhode Island.....	Sloop Concord.
•Matthew S. Pitcher.....	March 13, 1829....	March 13, 1829....	New York.....	New York.....	New York.....	Sloop Satchez.
•Carlisle P. Patterson.....	Sept. 2, 1830....	Sept. 2, 1830....	Mississippi.....	District of Columbia.....	Mississippi.....	Frigate Brandywine.
R.						
Charles S. Renshaw.....	Jan. 1, 1825....	Jan. 1, 1825....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
John A. Russ.....	March 1, 1825....	March 1, 1825....	Maine.....	Maine.....	Maine.....	New York school.
William Radford.....	do	do	Virginia.....	Missouri.....	Missouri.....	Leave of absence.
•Charles K. Ruffin.....	Oct. 24, 1825....	Oct. 24, 1825....	Ohio.....	Ohio.....	Ohio.....	Sloop Vincennes.
•Stephen C. Rowan.....	Feb. 1, 1826....	Feb. 1, 1826....	Ireland.....	District of Columbia.....	do	On furlough.
Robert James Ross.....	Aug. 1, 1826....	Aug. 1, 1826....	District of Columbia.....	District of Columbia.....	District of Columbia.....	Leave of absence.
Charles S. Ridgely.....	Nov. 1, 1826....	Nov. 1, 1826....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William Russell.....	do	do	North Carolina.....	North Carolina.....	North Carolina.....	Leave of absence.
John H. Roberts.....	March 1, 1827....	March 1, 1827....	Virginia.....	Virginia.....	Virginia.....	Norfolk school.
Thomas R. Roote.....	do	do	Georgia.....	Georgia.....	do	Frigate Constellation.
•William I. H. Robertson.....	Nov. 1, 1827....	Nov. 1, 1827....	Virginia.....	District of Columbia.....	District of Columbia.....	Frigate Guerriere.
•John L. Ring.....	April 1, 1828....	April 1, 1828....	South Carolina.....	South Carolina.....	South Carolina.....	Frigate Brandywine.
•Joseph W. Reverse.....	do	do	Massachusetts.....	New York.....	New York.....	Frigate Guerriere.
Daniel B. Ridgely.....	do	do	Kentucky.....	Kentucky.....	Kentucky.....	Sloop St. Louis.
•John Rodgers.....	April 18, 1828....	April 18, 1828....	Maryland.....	District of Columbia.....	Maryland.....	Frigate Constellation.
•Francis B. Renshaw.....	Nov. 1, 1828....	Nov. 1, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	In the Pacific.

Naval register for 1831—MIDSHIPMEN—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
•William S. Ringgold.....	Nov. 1, 1828.....	Nov. 1, 1828.....	Maryland.....	District of Columbia.	District of Columbia.	Frigate Hudson.
•Nathaniel Reider.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	Sloop Boston.
•Alexander B. Rose.....	Sept. 25, 1830.....	Sept. 25, 1830.....	Virginia.....	Virginia.....	Virginia.....	Sloop Vincennes.
<i>E.</i>						
Samuel Stewart.....	May 10, 1820.....	May 10, 1830.....	New York.....	New York.....	New York.....	On furlough.
David M. Stokes.....	May 1, 1822.....	May 1, 1822.....	North Carolina.....	North Carolina.....	North Carolina.....	Schooner Shark.
Arthur Sineclair, jr.....	March 4, 1823.....	March 4, 1823.....	Virginia.....	Virginia.....	Virginia.....	Leave of absence.
James W. Southard.....	Nov. 16, 1824.....	Nov. 16, 1824.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
John C. Sharp.....	Jan. 1, 1825.....	Jan. 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Ordinary at Norfolk.
James F. Schenck.....	March 1, 1825.....	March 1, 1825.....	Ohio.....	Ohio.....	Ohio.....	Leave of absence.
Barret Shepard.....	Feb. 1, 1826.....	Feb. 1, 1826.....	Connecticut.....	New York.....	New York.....	Leave of absence.
•Melancthon Smith.....	March 1, 1826.....	March 1, 1826.....	New York.....	do.....	do.....	Leave of absence.
Raphael Semmes, jr.....	April 1, 1826.....	April 1, 1826.....	Maryland.....	Maryland.....	Maryland.....	Schooner Porpoise.
John L. Spencer.....	June 1, 1826.....	June 1, 1826.....	New York.....	New York.....	New York.....	Sloop Vincennes.
•Ferdinand Smith.....	July 1, 1826.....	July 1, 1826.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Hudson.
Henry A. Steele.....	Nov. 1, 1826.....	Nov. 1, 1826.....	Delaware.....	Delaware.....	Delaware.....	Sloop Natchez.
•James R. Sully.....	Feb. 1, 1827.....	Feb. 1, 1827.....	South Carolina.....	Virginia.....	Virginia.....	Frigate Constellation.
Luther Stoddard.....	April 1, 1827.....	April 1, 1827.....	New York.....	New York.....	New York.....	Sloop Fairfield.
•Hugh H. Stockton.....	July 1, 1827.....	July 1, 1827.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Vandalia.
William C. Spencer.....	Dec. 1, 1827.....	Dec. 1, 1827.....	Maryland.....	Pennsylvania.....	Maryland.....	Leave of absence.
•William O. Stlade.....	April 1, 1828.....	April 1, 1828.....	District of Columbia.....	Illinois.....	Virginia.....	Frigate Constellation.
•Milo H. Smith.....	do.....	do.....	New York.....	New York.....	New York.....	Norfolk station.
Charles Sperry.....	do.....	do.....	Vermont.....	Vermont.....	do.....	New York yard.
•Charles Steedman.....	do.....	do.....	South Carolina.....	South Carolina.....	South Carolina.....	Sloop Natchez.
Benjamin F. Sands.....	do.....	do.....	Maryland.....	Kentucky.....	Kentucky.....	Sloop Vandalia.
George L. Sellen.....	do.....	do.....	Virginia.....	Ohio.....	District of Columbia.....	Sloop Fairfield.
•Wyllis Silliman.....	do.....	do.....	do.....	Pennsylvania.....	Ohio.....	Navy yard, Philadelphia.
Henry S. Stillwagen.....	do.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Sloop Vandalia.
•Eli W. Still.....	May 1, 1828.....	May 1, 1828.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Concord.
•William S. Senn.....	June 1, 1828.....	June 1, 1828.....	Maryland.....	District of Columbia.....	District of Columbia.....	Sloop Fairfield.
•Gustavus H. Scott.....	July 1, 1828.....	July 1, 1828.....	Virginia.....	Virginia.....	Virginia.....	Frigate Guerriere.
•William W. Smith.....	Aug. 1, 1828.....	Aug. 1, 1828.....	do.....	do.....	do.....	Frigate Guerriere.
C. F. M. Spotswood.....	Nov. 1, 1828.....	Nov. 1, 1828.....	New Jersey.....	Arkansas.....	Arkansas.....	West India squadron.
•James H. Strong.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Sloop Natchez.
•Lewis C. Stuart.....	Feb. 2, 1829.....	Feb. 2, 1829.....	New York.....	New York.....	New York.....	Waiting orders.
•John S. Stoddard.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
•Manfort S. Stokes.....	do.....	do.....	New York.....	New York.....	New York.....	Mediteranean.
•E. T. Sturdrick.....	May 12, 1829.....	May 12, 1829.....	North Carolina.....	North Carolina.....	North Carolina.....	Frigate Brandywine.
•John H. Sherburne.....	June 22, 1829.....	June 22, 1829.....	New York.....	South Carolina.....	South Carolina.....	Sloop Boston.
do.....	Oct. 5, 1829.....	Oct. 5, 1829.....	New Hampshire.....	New Hampshire.....	New Hampshire.....	Waiting orders.

Naval register for 1831—Miscellaneous—Continued.

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
T.						
Alfred Taylor.	Jan. 1, 1825.	Jan. 1, 1825.	Virginia.	Virginia.	Virginia.	Norfolk school.
Henry Today.	do	do	Tennessee.	Mississippi.	Mississippi.	Ordinary at Norfolk.
Thomson Turner.	April 21, 1825.	April 21, 1825.	Virginia.	Virginia.	Virginia.	New York station.
George M. Thompson.	Feb. 1, 1826.	Feb. 1, 1826.	Maryland.	Maryland.	Maryland.	Norfolk station.
John A. Turley.	May 1, 1826.	May 1, 1826.	Tennessee.	Tennessee.	Tennessee.	Ship Fairfield.
John R. Tucker.	June 1, 1826.	June 1, 1826.	District of Columbia.	Indiana.	District of Columbia.	Frigate Java.
Edward R. Thomson.	Dec. 1, 1826.	Dec. 1, 1826.	Pennsylvania.	New Jersey.	Pennsylvania.	Ship Ontario.
Henry F. Toulmin.	Feb. 1, 1827.	Feb. 1, 1827.	England.	Alabama.	Alabama.	Schooner Shark.
Oliver Tol.	May 1, 1827.	May 1, 1827.	Pennsylvania.	Pennsylvania.	Pennsylvania.	Frigate Java.
George W. Taylor.	Nov. 1, 1827.	Nov. 1, 1827.	New Jersey.	New Jersey.	New Jersey.	Ship Fairfield.
Henry C. Tilghman.	Feb. 1, 1828.	Feb. 1, 1828.	Maryland.	Maryland.	Maryland.	Ship St. Louis.
William R. Taylor.	April 1, 1828.	April 1, 1828.	Rhode Island.	Rhode Island.	Massachusetts.	Frigate Hudson.
do	do	do	Kentucky.	Kentucky.	Kentucky.	Ship Erie.
John W. Taylor.	do	do	South Carolina.	Georgia.	Georgia.	Poston station.
Thurston M. Taylor.	do	do	Kentucky.	Kentucky.	Kentucky.	Frigate Brandywine.
Ad Addison R. Talliferro.	Feb. 2, 1829.	Feb. 2, 1829.	Virginia.	Virginia.	Virginia.	Schooner Porpoise.
do	do	do	Maryland.	Maryland.	Maryland.	Ship Erie.
do	do	do	do	do	do	do
do	do	do	do	do	do	do
do	do	do	do	do	do	do
do	do	do	do	do	do	do
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Navy register for 1831—MIDSHIPMEN—Continued

Names.	Original entry into the service.	Date of present war-rant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Nicholas B. Waters.....	Nov. 1, 1827.....	Nov. 1, 1827.....	Maryland.....	Maryland.....	Maryland.....	Navy yard, New York.
William M. Walker.....	do.....	do.....	do.....	do.....	District of Columbia.	Frigate Hudson.
John J. B. Walbach.....	Dec. 1, 1827.....	Dec. 1, 1827.....	do.....	New Hampshire.....	do.....	Frigate Hudson.
John T. Williams.....	April 1, 1828.....	April 1, 1828.....	North Carolina.....	North Carolina.....	North Carolina.....	Sloop Vandalia.
Stephen W. Wilkinson.....	do.....	do.....	do.....	Tennessee.....	Tennessee.....	Frigate Constellation.
Robert P. Welsh.....	do.....	do.....	Ohio.....	Ohio.....	Ohio.....	Frigate Brandywine.
Francis B. Wright.....	do.....	do.....	District of Columbia.	Kentucky.....	District of Columbia.	Frigate Hudson.
George McA. White.....	Nov. 1, 1828.....	Nov. 1, 1828.....	Georgia.....	Georgia.....	do.....	Coast of Brazil.
Joseph C. Walsh.....	do.....	do.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Frigate Constellation.
Clarence Watkins.....	Dec. 1, 1828.....	Dec. 1, 1828.....	Maryland.....	District of Columbia.	District of Columbia.	Sloop Peacock.
William Whiting.....	do.....	do.....	New York.....	New York.....	New York.....	Waiting orders.
George J. Wyche.....	Feb. 2, 1829.....	Feb. 2, 1829.....	Virginia.....	Alabama.....	Alabama.....	Sloop Peacock.
Edward C. Ward.....	do.....	do.....	New York.....	New York.....	New York.....	Sloop Concord.
William A. Watrous.....	do.....	do.....	do.....	do.....	do.....	Waiting orders.
John O. Wilson.....	do.....	do.....	New Jersey.....	New Jersey.....	New Jersey.....	Waiting orders.
William S. Williamson.....	do.....	do.....	do.....	do.....	do.....	Frigate Brandywine.
Y.						
Alexander K. Yancey.....	April 1, 1825.....	April 1, 1825.....	Virginia.....	Virginia.....	Virginia.....	Frigate Hudson.
William S. Young.....	March 1, 1827.....	March 1, 1827.....	District of Columbia.	District of Columbia.	District of Columbia.	Sloop Ontario.
Edward M. Yard.....	Nov. 1, 1827.....	Nov. 1, 1827.....	New Jersey.....	New Jersey.....	New Jersey.....	Sloop Fairfield.

Midshipmen—377.

SAILINGMASTERS.

William Knight.....	Oct. 2, 1799.....	Oct. 2, 1799.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Navy yard, Philadelphia.
Jonathan D. Ferris.....	Feb. 28, 1809.....	Feb. 28, 1809.....	New York.....	New York.....	Louisiana.....	Leave of absence.
Salvatore Catalano.....	Aug. 9, 1809.....	Aug. 9, 1809.....	Shilly.....	District of Columbia.	District of Columbia.	Navy yard, Washington.
Augustus Ford.....	March 28, 1810.....	March 28, 1810.....	Rhode Island.....	New York.....	New York.....	Sackett's Harbor.
A. B. Bloodgood.....	June 25, 1812.....	June 25, 1812.....	New York.....	do.....	do.....	New York station.
Robert Knox.....	July 20, 1812.....	July 20, 1812.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
James B. Potts.....	July 24, 1812.....	July 24, 1812.....	England.....	District of Columbia.	Virginia.....	Navy yard, Gosport.
William Vaughan.....	Aug. 22, 1812.....	Aug. 22, 1812.....	Pennsylvania.....	New York.....	New York.....	On furlough.
Marmaduke Dove.....	Aug. 29, 1812.....	Aug. 29, 1812.....	Maryland.....	Maryland.....	District of Columbia.	Navy yard, Washington.
Cornelius Bennett.....	Dec. 9, 1812.....	Dec. 9, 1812.....	Massachusetts.....	Rhode Island.....	Rhode Island.....	Leave of absence.
Charles F. Waldo.....	March 10, 1813.....	March 10, 1813.....	do.....	Massachusetts.....	Massachusetts.....	Navy yard, Boston.
John Clough.....	July 3, 1813.....	July 3, 1813.....	New York.....	New York.....	New York.....	Receiving ship, New York.
F. H. Eliason.....	do.....	do.....	England.....	do.....	do.....	Navy yard, New York.
Francis Malby.....	do.....	do.....	New York.....	do.....	do.....	Ordinary, New York.
Samuel C. Hixon.....	April 30, 1814.....	April 30, 1814.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
James Ferguson.....	May 27, 1814.....	May 27, 1814.....	New York.....	New York.....	do.....	Navy yard, Portsmouth.

Naval register for 1831—SAILINGMASTERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Robert S. Taten.....	July 21, 1814.....	July 21, 1814.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Leave of absence.
Joseph Williston.....	Nov. 26, 1814.....	Nov. 26, 1814.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
William Miller.....	Jan. 28, 1815.....	Jan. 28, 1815.....	Scotland.....	Pennsylvania.....	Pennsylvania.....	Philadelphia station.
Salmon Warren.....	Feb. 6, 1815.....	Feb. 6, 1815.....	New Hampshire.....	District of Columbia.....	District of Columbia.....	Navy yard, Pensacola.
Henry Worthington.....	May 2, 1815.....	May 2, 1815.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
John Carlton.....	July 4, 1815.....	July 4, 1815.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
Alexander Cunningham.....	Nov. 15, 1815.....	Nov. 15, 1815.....	South Carolina.....	Virginia.....	Virginia.....	Receiving ship, Norfolk.
John Robinson.....	Nov. 27, 1815.....	Nov. 27, 1815.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Leave of absence.
James Tewksbury.....	Dec. 14, 1815.....	Dec. 14, 1815.....	do.....	do.....	do.....	Philadelphia station.
John Quin.....	Nov. 1, 1816.....	Nov. 1, 1816.....	Pennsylvania.....	Louisiana.....	Ohio.....	On furlough.
N. A. Prentiss.....	Jan. 22, 1823.....	Jan. 22, 1823.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	On furlough.
Jacob Mull.....	Aug. 5, 1825.....	Aug. 5, 1825.....	Maryland.....	Maryland.....	Maryland.....	Frigate Holston.
Frederick W. Moers.....	Aug. 4, 1827.....	Aug. 4, 1827.....	do.....	do.....	do.....	On furlough.
H. A. F. Young.....	May 19, 1827.....	May 19, 1827.....	do.....	do.....	do.....	Ordinary at Gosport.
*P. G. Rodriguez.....	May 16, 1827.....	May 16, 1827.....	do.....	do.....	do.....	Naval school, Norfolk.

Sailingmasters—31.

BOATSWAINS.

David Eaton.....	Aug. 8, 1811.....	Aug. 8, 1811.....	Pennsylvania.....	District of Columbia.....	Pennsylvania.....	Navy yard, Washington.
John Woods.....	July 8, 1815.....	July 8, 1815.....	New Jersey.....	Pennsylvania.....	do.....	Leave of absence.
James Banks.....	July 21, 1817.....	July 21, 1817.....	New York.....	New York.....	do.....	Frigate Constitution.
Bit Dill.....	June 25, 1818.....	June 25, 1818.....	Delaware.....	do.....	New York.....	On furlough.
James Evans.....	Jan. 1, 1819.....	Jan. 1, 1819.....	Wales.....	do.....	do.....	Frigate Brandywine.
John Smith.....	Dec. 7, 1819.....	Dec. 7, 1819.....	Maryland.....	do.....	do.....	New York station.
John Bell.....	Oct. 14, 1821.....	Oct. 14, 1821.....	New York.....	do.....	Maine.....	Frigate Java.
Richard A. Monroe.....	July 25, 1825.....	July 25, 1825.....	do.....	do.....	New York.....	Leave of absence.
Wm. Waters.....	April 21, 1827.....	April 21, 1827.....	Maryland.....	Florida.....	New York.....	Navy yard, Washington.
Justin Hill, (acting).....	April 4, 1827.....	April 4, 1827.....	do.....	do.....	do.....	Frigate Java.
John Haywood, (acting).....	May 4, 1828.....	May 4, 1828.....	do.....	do.....	do.....	Schooner Grampus.
Edward Crocker, do.....	June 16, 1828.....	June 16, 1828.....	do.....	do.....	do.....	Frigate Hudson.
Thomas S. Hanifer, do.....	Sept. 16, 1828.....	Sept. 16, 1828.....	do.....	do.....	do.....	Ship Ontario.
John Morris, do.....	Oct. 28, 1828.....	Oct. 28, 1828.....	do.....	do.....	do.....	Ship St. Louis.
Thomas Ring, do.....	do.....	do.....	do.....	do.....	do.....	Ship Boston.
Lawrence Gallagher, do.....	Nov. 15, 1828.....	Nov. 15, 1828.....	do.....	do.....	do.....	Receiving ship, New York.
John Freeman, do.....	May 16, 1830.....	May 16, 1830.....	do.....	do.....	do.....	Navy yard, Norfolk.
Henry Vanderford.....	Oct. 15, 1830.....	Oct. 15, 1830.....	do.....	do.....	do.....	Navy yard, Boston.

GUNNERS.

George Marshall.....	July 15, 1809.....	July 15, 1809.....	Greece.....	District of Columbia.....	District of Columbia.....	Navy yard, Washington.
George Jackson.....	Feb. 2, 1810.....	Feb. 2, 1810.....	North Carolina.....	New York.....	Florida.....	Leave of absence.

Boatswains—18.

Naval register for 1831—GUNNERS—Continued.

Names.	Original entry into the service.	Date of present warrant.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Stephen Jones.....	May 6, 1813.....	May 6, 1813.....	New York.....	New York.....	New York.....	Ordinary at Gosport.
John Bright.....	May 3, 1821.....	May 3, 1821.....	do.....	do.....	do.....	Navy yard, New York.
Samuel Heibbard.....	Jan. 23, 1822.....	Jan. 23, 1822.....	Connecticut.....	Virginia.....	Virginia.....	Sloop Concord.
Joseph Andrews.....	Nov. 24, 1823.....	Nov. 24, 1823.....	Massachusetts.....	Massachusetts.....	New York.....	Navy yard, Portsmouth.
Ana Curtis.....	March 1, 1825.....	March 1, 1825.....	do.....	do.....	do.....	Navy yard, Philadelphia.
William B. Brown.....	Dec. 9, 1825.....	Dec. 9, 1825.....	Germany.....	do.....	do.....	Navy yard, Boston.
John R. Covington, (acting).....	Jan. 29, 1827.....	Jan. 29, 1827.....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
Thomas W. Ryley, (acting).....	Jan. 29, 1827.....	Jan. 29, 1827.....	Connecticut.....	Connecticut.....	Connecticut.....	Sloop Boston.
Charles Fales, (acting).....	Oct. 30, 1827.....	Oct. 30, 1827.....	.....	.....	.....	Sloop Vandalia.
Thomas W. Barry.....	Dec. 27, 1827.....	Dec. 27, 1827.....	Pennsylvania.....	Pennsylvania.....	District of Columbia.....	New York station.
Benjamin Turner, (acting).....	Feb. 7, 1828.....	Feb. 7, 1828.....	New Hampshire.....	Virginia.....	Virginia.....	Frigate Java.
John M. Green, (acting).....	Nov. 28, 1828.....	Nov. 28, 1828.....	New York.....	New York.....	District of Columbia.....	Sloop St. Louis.
Henry Keeling, (acting).....	Aug. 25, 1829.....	Aug. 25, 1829.....	do.....	do.....	do.....	Frigate Constellation.
Thomas Stanley, (acting).....	Oct. 29, 1829.....	Oct. 29, 1829.....	do.....	do.....	do.....	Sloop Ontario.
Daniel Kelly, (acting).....	Aug. 2, 1830.....	Aug. 2, 1830.....	do.....	do.....	do.....	Sloop Erie.
Wm. S. Cowan, (acting).....	Nov. 20, 1830.....	Nov. 20, 1830.....	do.....	do.....	do.....	Schooner Porpoise.
Lewis Parker, (acting).....	.....	.....	do.....	do.....	do.....	Sloop Vincennes.
Gunnery—19.						
CARPENTERS.						
Richard Thomas.....	Jan. 22, 1814.....	Jan. 22, 1814.....	Maryland.....	Virginia.....	Maryland.....	Navy yard, New York.
John Snider.....	Jan. 1, 1818.....	Jan. 1, 1818.....	do.....	Pennsylvania.....	do.....	Navy yard, Pensacola.
Samuel Phillips.....	May 24, 1821.....	May 24, 1821.....	New Jersey.....	New York.....	New York.....	Frigate Java.
Thomas Armstrong.....	June 17, 1822.....	June 17, 1822.....	Pennsylvania.....	District of Columbia.....	Virginia.....	Navy yard, Gosport.
John Fisher.....	March 20, 1823.....	March 20, 1823.....	Virginia.....	New York.....	New York.....	Delaware 74.
John A. Dickson.....	Dec. 13, 1825.....	Dec. 13, 1825.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Boston.
Calvin Oaks.....	June 12, 1826.....	June 12, 1826.....	do.....	do.....	do.....	Boston station.
Caleb Nash, (acting).....	May 1, 1826.....	May 1, 1826.....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
John Southwick.....	Dec. 21, 1826.....	Dec. 21, 1826.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop Fairfield.
Philip P. Gumpert, (acting).....	Oct. 30, 1828.....	Oct. 30, 1828.....	do.....	do.....	do.....	Sloop Vandalia.
John Willison, (acting).....	Aug. 25, 1829.....	Aug. 25, 1829.....	do.....	do.....	do.....	Frigate Constellation.
Thomas F. Brady, (acting).....	Oct. 24, 1829.....	Oct. 24, 1829.....	do.....	do.....	do.....	Sloop Erie.
William E. Sheffield, (acting).....	Nov. 11, 1829.....	Nov. 11, 1829.....	do.....	do.....	do.....	Frigate Brandywine.
SAILMAKERS.						
Benj. B. Burchstead.....	April 5, 1821.....	April 5, 1821.....	Massachusetts.....	New York.....	Massachusetts.....	Frigate Java.
Isaac Hull.....	April 1, 1822.....	April 1, 1822.....	Maryland.....	Virginia.....	Maryland.....	Leave of absence.
James R. Childs.....	June 8, 1822.....	June 8, 1822.....	do.....	Maryland.....	do.....	Leave of absence.
Nathaniel B. Peed.....	Oct. 22, 1823.....	Oct. 22, 1823.....	Virginia.....	New York.....	New York.....	Frigate Hudson.

Carpenters—13.

Naval register for 1831—SAILMAKERS—Continued.

Names.	Original entry into the service.	Date of present warrant	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
Amos Lewis.....	Jan. 3, 1825....	Jan. 3, 1825....	Virginia.....	Virginia.....	Virginia.....	Waiting orders.
Benjamin Crow.....	May 5, 1826....	May 5, 1826....	Virginia.....	Virginia.....	Virginia.....	Frigate Constellation.
Samuel B. Banister.....	July 17, 1826....	July 17, 1826....	Massachusetts.....	New York.....	Massachusetts.....	Leave of absence.
Christian Nelson, (acting).....	Dec. 21, 1826....	Dec. 21, 1826....	Copenhagen.....	Massachusetts.....	do.....	Leave of absence.
Isaac Freeman, (netting).....	July 24, 1827....	July 24, 1827....	.....	.....	.....	Sloop Erie.
William Ryan, (netting).....	Sept. 18, 1827....	Sept. 18, 1827....	New York.....	New York.....	New York.....	Navy yard, Pensacola.
John Clementson.....	July 18, 1829....	July 18, 1829....	.....	.....	.....	Sloop Fairfield.
Charles Copland.....	Oct. 18, 1828....	Oct. 18, 1828....	.....	.....	.....	Sloop Vandalia.
James Davis.....	Nov. 4, 1828....	Nov. 4, 1828....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Sloop St. Louis.
John C. Hall, (netting).....	Aug. 23, 1829....	Aug. 25, 1829....	.....	.....	.....	Sloop Ontario.
J. G. Gallagher.....	Nov. 27, 1829....	Nov. 27, 1829....	.....	.....	.....	Sloop Boston.
Henry Bacon.....	May 26, 1830....	May 26, 1830....	.....	.....	.....	Sloop Concord.
John Beggs.....	Aug. 20, 1830....	Aug. 20, 1830....	.....	.....	.....	Frigate Brandywine.

Sailmakers—17.

MARINE CORPS.

Archibald Henderson, lieut. colonel commandant.....	June 4, 1806....	Oct. 17, 1820....	Virginia.....	Virginia.....	Virginia.....	Head-quarters.
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CAPTAINS.

Names.	Original entry into the service.	Date of final rank.	Date of brevet rank.	Where born.	Appointed.	Citizen.	Duty or station.
R. D. Wainwright, brevet colonel.....	May 9, 1800....	Sept. 29, 1812....	March 3, 1827....	South Carolina.....	South Carolina.....	South Carolina.....	Gosport, Virginia.
Samuel Miller, brevet colonel.....	June 1, 1808....	June 18, 1814....	do.....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Philadelphia.
John M. Gamble, brevet colonel.....	Jan. 16, 1809....	do.....	do.....	New Jersey.....	New Jersey.....	New Hampshire.	New York.
Samuel E. Watson, brevet colonel.....	July 4, 1812....	March 28, 1820....	March 28, 1830....	Virginia.....	Kentucky.....	Virginia.....	Portsmouth, New Hampshire.
William H. Freeman.....	Aug. 17, 1812....	July 17, 1821....	.....	Connecticut.....	Connecticut.....	Connecticut.....	Charlestown, Massachusetts.
J. L. Kuhn.....	July 27, 1813....	June 28, 1829....	.....	Maryland.....	Maryland.....	Maryland.....	Settling accounts.
Charles R. Broom, paymaster.....	do.....	March 7, 1824....	.....	Delaware.....	Delaware.....	Delaware.....	Head-quarters.
Levi Twigg.....	Nov. 10, 1813....	Feb. 23, 1830....	.....	Georgia.....	Georgia.....	Georgia.....	Head-quarters.
John Harris.....	do.....	June 15, 1830....	.....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Gosport, Virginia.

Captains—9.

FIRST LIEUTENANTS.

Thomas A. Linton, captain by brevet.....	Feb. 28, 1815....	April 18, 1817....	April 18, 1827....	Virginia.....	Virginia.....	Virginia.....	Pensacola.
James Eskin, captain by brevet.....	March 1, 1815....	do.....	do.....	Maryland.....	Maryland.....	Maryland.....	Portsmouth, New Hampshire.
P. G. Howle, adjutant and inspector, captain by brevet.....	do.....	do.....	do.....	Virginia.....	Virginia.....	Virginia.....	Head-quarters.
E. J. Weed, quartermaster, captain by brevet.....	Jan. 16, 1817....	March 3, 1819....	Nov. 7, 1828....	Pennsylvania.....	Pennsylvania.....	Pennsylvania.....	Head-quarters.
Joseph C. Hall, captain by brevet.....	June 10, 1817....	do.....	March 3, 1819....	Maryland.....	Maryland.....	Maryland.....	Leave of absence.
William W. Dulary, captain by brevet.....	June 10, 1817....	June 19, 1819....	June 19, 1829....	Virginia.....	Virginia.....	Virginia.....	Charlestown, Mass.
Thomas S. English, captain by brevet.....	do.....	Aug. 11, 1819....	Aug. 11, 1829....	Massachusetts.....	Massachusetts.....	Massachusetts.....	Frigate Brandywine.

Naval register for 1831—Continued.

NAVY AGENTS.

Names.	Original entry into the service.	Date of present commission.	Where born.	State from which appointed.	State of which a citizen.	Duty or station.
James K. Pantling	Jan. 8, 1828....	Jan. 8, 1828....	New York....	New York....	New York....	New York.
George Harrison	March 3, 1829....	March 3, 1829....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Philadelphia.
Isaac Phillips	do	do	do	do	do	Baltimore.
Nash Legrand	April 27, 1829....	April 27, 1829....	Georgia....	Georgia....	Georgia....	Norfolk.
John P. Henry	March 3, 1829....	March 3, 1829....	Virginia....	Virginia....	Virginia....	Savannah.
Charles P. Tutt	April 27, 1829....	April 27, 1829....	Massachusetts....	Massachusetts....	Massachusetts....	Pensacola.
Daniel D. Broadhead	May 27, 1830....	May 27, 1830....	Massachusetts....	Massachusetts....	Massachusetts....	Boston.
John Loughton	April 27, 1830....	April 27, 1830....	South Carolina....	South Carolina....	South Carolina....	Portsmouth, New Hampshire.
John T. Robertson	March 3, 1829....	March 3, 1829....	do	do	do	Charleston, S. C.
Arthur P. Hayne	June 3, 1830....	June 3, 1830....	do	do	do	Gibraltar.
Barling, Brothers & Co.	do	do	do	do	do	London.
Navy agents—11.						
NAVAL STOREKEEPERS.						
Richard H. Ayer	May 1, 1829....	May 1, 1829....	Massachusetts....	Massachusetts....	Massachusetts....	Portsmouth, New Hampshire.
George Bates	Dec. 1, 1818....	Dec. 1, 1818....	New Jersey....	New Jersey....	New Jersey....	Boston.
Tunis Craven	March 15, 1813....	March 15, 1813....	Pennsylvania....	Pennsylvania....	Pennsylvania....	New York.
Robert Kennedy	Nov. 14, 1822....	Nov. 14, 1822....	Virginia....	Virginia....	Virginia....	Philadelphia.
Gabriel Galt	May 26, 1825....	May 26, 1825....	do	do	do	1,200
Cary Seldon	May 26, 1829....	May 26, 1829....	do	do	do	1,700
Robert Joyner	do	do	do	do	do	1,700
Navy storekeepers—7.						
NAVAL CONSTRUCTORS.						
Samuel Humphreys, chief naval constructor	do	Nov. 25, 1826....	Pennsylvania....	Pennsylvania....	Pennsylvania....	Washington.
John Floyd	do	do	Massachusetts....	Massachusetts....	Massachusetts....	Portsmouth, New Hampshire.
Josiah Parker	do	do	do	do	do	Boston.
Samuel Hart	do	do	do	do	do	New York.
William Doughty	do	do	do	do	do	2,300
Francis Grace	May 7, 1817....	May 7, 1817....	Pennsylvania....	District of Columbia....	District of Columbia....	Washington.
Charles D. Brodie	Jan. 13, 1826....	Jan. 13, 1826....	New Jersey....	Virginia....	Virginia....	Norfolk.
James Keon	Dec. 12, 1825....	Dec. 12, 1825....	do	do	do	2,500
Evan Dowles, agent for preservation of timber in Louisiana	May 5, 1821....	May 5, 1821....	Louisiana....	Louisiana....	Louisiana....	Pensacola.
Naval constructors—7.						
						Philadelphia.
						2,600
						300

Salary.

NAVAL STOREKEEPERS.

NAVAL CONSTRUCTORS.

Naval register for 1831—Continued.

VESSELS-OF-WAR OF THE UNITED STATES NAVY.

Name.	Rate.	Where built.	When built.	Where employed.
Ships of the line—7.				
Independence	74	Boston	1814...	In ordinary, at Boston.
Franklin	74	Philadelphia	1815...	In ordinary, at New York.
Washington	74	Portsmouth, N. H.	1816...	In ordinary, at New York.
Columbus	74	Washington	1819...	In ordinary, at Boston.
Ohio	74	New York	1820...	In ordinary, at New York.
North Carolina	74	Philadelphia	1820...	In ordinary, at Gosport.
Delaware	74	Gosport, Va.	1820...	In ordinary, at Gosport.
Frigates, 1st class—7.				
United States	44	Philadelphia	1797...	In ordinary, at New York.
Constitution	44	Boston	1797...	In ordinary, at Boston.
Guerreire	44	Philadelphia	1814...	In the Pacific.
Java	44	Baltimore	1814...	Ordered to the United States.
Potomac	44	Washington	1821...	Equipping for a cruise.
Brandywine	44	Washington	1825...	In the Mediterranean.
Hudson	44	Purchased	1826...	Coast of Brazil.
Frigates, 2d class—3.				
Congress	36	Portsmouth, N. H.	1799...	Receiving ship, Norfolk.
Constellation	36	Baltimore	1797...	In the Mediterranean.
Macedonian	36	Captured	1812...	In ordinary, at Norfolk.
Sloops-of-war—15.				
John Adams	24	Charleston, S. C.	1799...	Equipping for sea.
Cyane	24	Captured	1815...	In ordinary, at Philadelphia.
Erie	18	Baltimore	1813...	In the West Indies.
Ontario	18	Baltimore	1813...	In the Mediterranean.
Peacock	18	New York	1813...	In the West Indies.
Boston	18	Boston	1825...	In the Mediterranean.
Lexington	18	New York	1825...	In ordinary, at Norfolk.
Vincennes	18	New York	1826...	In the West Indies.
Warren	18	Boston	1826...	In ordinary, at Norfolk.
Natchez	18	Norfolk	1827...	In the West Indies.
Falmouth	18	Boston	1827...	Equipping for a cruise.
Fairfield	18	New York	1828...	In the Mediterranean.
Vandalia	18	Philadelphia	1828...	Coast of Brazil.
St. Louis	18	Washington	1828...	Pacific.
Concord	18	Portsmouth	1828...	In the Mediterranean.
Schooners, &c.—7.				
Dolphin	12	Philadelphia	1821...	In the Pacific.
Grampus	12	Washington	1821...	In the West Indies.
Porpoise	12	Portsmouth, N. H.	1820...	In the West Indies.
Shark	12	Washington	1821...	In the West Indies.
Fox	3	Purchased	1823...	Used as a receiving ship at Baltimore.
Alert, store ship		Captured	1812...	Used as a receiving ship at Norfolk.
Sea Gull, galliot		Purchased	1823...	Used as a receiving ship at Philadelphia.

VESSELS OF THE UNITED STATES NAVY.

	In commission.	In ordinary.	Building at—	Ships-of-the line.	Frigates.	Sloops-of-war.
Ships of the line	..	7	Portsmouth, N. H.	1	1	
Frigates, 1st class	5	2	Charlestown, Mass.	2	..	
Frigates, 2d class	1	2	Brooklyn, N. Y.	..	2	
Sloops-of-war	12	3	Philadelphia	1	1	
Schooners, &c.	4	2	Washington	..	1	
			Gosport	1	1	
	22	16		5	6	

Recapitulation.

Rank.	Number in service.	Pay per month.	Rations per day.
Captains.....	37	\$100	8
Captains of vessels above twenty and under thirty-two guns.....		75	6
Masters commandant.....	33	60	5
Lieutenants commanding.....		60	5
Lieutenants.....	255	50	4
Surgeons.....	37	*	
Assistant surgeons.....	46	†	
Pursers.....	43	40	2
Chaplains.....	9	40	2
Passed midshipmen.....	54	25	2
Midshipmen.....	377	19	1
Sailingmasters.....	31	40	2
Boatswains.....	18	20	2
Gunners.....	19	20	2
Carpenters.....	13	20	2
Sailmakers.....	17	20	2
Schoolmasters.....		25	2
Captains' clerks.....		25	1
Masters' mates.....		20	1
Boatswains' mates.....		19	1
Carpenters' mates.....		19	1
Coxswains.....		18	1
Quartergunners.....		18	1
Quartermasters.....		18	1
Masters-at-arms.....		18	1
Armorsers.....		18	1
Stewards.....		18	1
Coopers.....		18	1
Cooks.....		18	1
Marine corps:			
Lieutenant colonels commandant.....	1	75	6
Captains.....	9	40	3
First lieutenants.....	24	30	3
Second lieutenants.....	16	35	2

NOTE.—Whenever any officer shall be employed in the command of a squadron on separate service, the allowance of rations shall be double during the continuance of such command, and no longer.

The commandant of the marine corps receives, in addition to his pay, for the forage of three horses, eight dollars per month each. The adjutant, quartermaster, and paymaster, thirty dollars per month extra.

21ST CONGRESS.]

No. 434.

[2D SESSION.

ON THE IRREGULARITIES OF THE ACCOUNTS UNDER APPROPRIATIONS FOR THE SUPPORT OF THE NAVY AND MARINE CORPS, AND SUGGESTIONS OF LEGAL REMEDIES FOR THE SAME.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 7, 1831.

Message from the President of the United States, transmitting a report of the state of the accounts of the navy, in the office of the Fourth Auditor, &c., &c.

JANUARY 7, 1831.

To the House of Representatives:

I beg leave to call the attention of Congress to the accompanying report from the Navy Department, upon the state of the accounts of the navy, in the office of the Fourth Auditor, and to suggest the necessity of correcting the evils complained of by early legislation.

ANDREW JACKSON.

* The pay of surgeons has been fixed, by a recent law, at from \$50 per month, and two rations per day, to \$80 a month, and sixteen rations, according to date of commission.

† Assistant-surgeons, from \$50 and two rations, to \$45 and eight rations.

NAVY DEPARTMENT, *January 5, 1831.*

SIR: I have the honor to submit a report from the Fourth Auditor of the Treasury, dated the 14th ultimo, upon the subject of the unsettled state of the accounts of the navy, upon the books of his office, which subject was alluded to in the concluding paragraph of the annual report from this Department, of the 6th ultimo. Having examined and approved the views of the Auditor upon the subject, I respectfully request that the same may be presented to Congress for their consideration, and such legislation as they may deem to be necessary to correct the evils arising from the present condition of those accounts.

I am, very respectfully, your obedient servant,

JOHN BRANCH.

The President of the United States.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 14, 1830.*

SIR: I have the honor of replying to your communication of the 23d ult., requesting "a report showing the situation of the various accounts which have been adjusted in the Fourth Auditor's office, under the appropriations of Congress, for the support of the navy and marine corps, with such remarks as I may deem to be necessary in explanation of their present condition, and, at the same time, present to the Department my views as to the best mode of correcting the evils and irregularities which have existed, and preventing the same in the future disbursements."

The readiest mode of complying with your request in an intelligible manner, appears to be to set forth the law, the practice, and the mischief, and then the proposed remedy and preventive.

By the act of the 3d March, 1809, it is made the duty of the Secretary of the Navy to advance money appropriated for the service of his Department out of the specific appropriation, to the use of which it is intended to be applied; and it requires the disbursing officers "to render distinct accounts of the application of such moneys, according to the appropriation or appropriations under which the same shall have been drawn." The act of 1st May, 1820, limits the power of the President to make transfers to four appropriations, viz: for "provisions," for "medicines and hospital stores," for "repairs of vessels," and for "clothing," and expressly declares that "no transfers from or to other branches of expenditure shall be hereafter made." The transfers made by virtue of this authority are required to be reported to Congress.

These laws were not, until recently, strictly observed in the practice of the Department. The Secretary has made numerous advances out of various appropriations for the use of others; and disbursing officers have not accounted for "the application of such moneys according to the appropriations under which the same were drawn." In this manner, extensive transfers have been made from some appropriations to others, without the interposition of the President, and without regard to the limitation prescribed by the act of 1820.

Advances under one head of appropriation for the use of another, have arisen from a deficiency in some appropriations, and a redundancy in others. When the deficiency first originated, it is difficult to ascertain. Some of the appropriations were exhausted in the year 1827, as early as May. Several were in the same condition before the close of the year. When the navy agents or pursers asked for money under one of these exhausted heads, the Secretary sent it under other heads which were not exhausted, with the object, and sometimes with instructions, that it should be applied to the use of "appropriations" other than those "under which the same was drawn." As the appropriations for the support of the navy did not pass until the 19th day of March, 1828, the same practice was extended into that year, until nearly all the appropriations were exhausted.

This deficiency of appropriations was not communicated to Congress. The Secretary of the Navy estimated for the usual amounts for the service of 1828, and, to obviate in future a portion of the inconveniences which he was suffering, asked also appropriations for the first quarter of 1829, which were granted by an act approved 24th May, 1828. The consequence was, that some of the appropriations were again exhausted before the close of 1828, and the practice of advancing out of other appropriations was again resumed. During the last two months of the year, however, many calls for money were laid over, and, after the first of January, paid out of the appropriations for the service of 1829.

A more direct and palpable transfer was often effected by an advance to a disbursing officer under one head of appropriation, with instructions to deposit it in bank, to the credit of the Treasurer of the United States, under another. In these cases the only object of drawing the money from the Treasury was that it might be paid back again under another head of appropriation. Thus, at one time in 1828, the sum of \$10,920.68 was sent to the navy agent at Boston out of the appropriation for repairs of vessels, and he was directed by the letter of the Secretary of the Navy to deposit it to the credit of the appropriation for building ten sloops-of-war, which was exhausted. This appears on the books of the Fourth Auditor as an advance under "repairs of vessels," and a disbursement under "ten sloops-of-war," when, in fact, it was a mere transfer. At another time, in the same year, the sum of \$20,000, and at another the sum of \$48,229.92 were placed in the hands of George Macdoniel, special agent of the Navy Department, and a clerk in this office, with instructions to deposit them under other heads than those from which they had been drawn. These sums enter into his accounts as advances under one set of heads, and disbursements under another. But these were merely transfers from one appropriation to another.

When an account was settled, and a sum found due to an individual from an appropriation which was exhausted, he was sometimes paid by an advance out of another appropriation. A case of this kind occurs in the account of the contractor for slop clothing at Boston. In January, 1828, his account was examined, and it was found that the sum of \$10,697.86 was due to him from "pay afloat," which was exhausted. On being apprised of this fact, the Secretary of the Navy issued a requisition advancing to the contractor \$10,697.86 out of the appropriation for provisions. On the same day his account was reported, in which he was charged with \$10,697.86 under "provisions," and credited with the sum under "pay afloat." Thus the account now stands. He owes the government nothing, for he has received no more than was due to him; but it was paid out of an appropriation to which it was not chargeable.

The amounts ascertained to have been transferred from one set of appropriations to another, during the year 1828, in the three modes already mentioned, are as follows, viz:

Transferred to pay afloat:

From provisions	\$87,009 52	
From gradual improvement	40,000 00	
From shore stations	17,852 28	
		\$144,861 80

Transferred to gradual increase of the navy:

From ten sloops-of-war	\$43,203 88	
From pay afloat	4,000 00	
From gradual improvement	48,229 92	
		95,433 80

Transferred to ten sloops-of-war:

From repairs of vessels	\$26,513 53	
From gradual increase	24,985 29	
From gradual improvement	14,500 00	
From provisions	2,387 00	
		68,385 82

Transferred to gradual improvement:

From pay afloat	40,000 00	
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Transferred to repairs of vessels:

From provisions	16,751 22	
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Transferred to contingent for 1828:

From provisions	\$7,036 60	
From shore stations	525 30	
From pay marine corps	113 81	
		7,675 71

Transferred to contingent for 1827:

From contingent, not enumerated, for 1827	2,543 45	
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Transferred to dry docks:

From gradual improvement	4,273 93	
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Transferred to superintendents of navy yards:

From shore stations	500 00	
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\$380,425 73

Some of these transfers, made before the appropriations were passed, in the early part of 1828, were replaced by other transfers, made after the passage of the appropriation bill, all of which are included in the foregoing statement. It is probable the real transfers through indirect means were much greater, but it is impossible to arrive at positive certainty as to their amount. A limited investigation has led me to believe that those transactions were still more extensive in 1827. It is quite certain that they would have been more so in 1828 had not the appropriations for the first quarter of 1829 been made almost a year in advance. The Secretary of the Navy, instead of paying calls for funds out of other appropriations, as he did in the latter part of 1827, suspended many of those made in November and December, 1828, until after the 1st of January, 1829, and then paid them out of the appropriations for the first quarter of that year. The exact amount thus suspended and paid cannot be readily ascertained. The following amounts embrace all that is positively known to have been paid, viz:

Calls for repairs of vessels, received in November and December, 1828, and paid in January, 1829.....	\$53,747 92
Calls for pay afloat, received in November and December, 1828, and paid in January, 1829.....	13,623 00
Contingent for 1828, received in November and December, 1828, and paid out of contingent for 1829.....	6,993 32
Provisions received in November and December, 1828, and paid in January, 1829.....	2,859 20
Shore stations, received in November and December, 1829, and paid in January, 1829....	1,185 00
	\$78,408 44

It is obvious, that, had these calls been met when received, whether paid out of the right appropriations or not, it would have increased the expenditures of 1828, \$78,408 44, and diminished those of 1829 in a like sum, affecting the relative expenditures of the two years \$156,816.88.

Of the advances included in the foregoing table of transfers for the year 1828, the following were made, not to be disbursed, but to be repaid into the Treasury under other heads of appropriations, viz:

1828.

March 23. Advanced to J. K. Paulding, navy agent at New York, out of appropriation for pay afloat, with directions to deposit it in the United States Branch Bank in that city, to the credit of the Treasurer of the United States, under the head of appropriation for "gradual improvement of the navy".....	\$40,000 00
N. B. This was to replace \$40,000 which, in February of that year, had been advanced to him under "gradual improvement," to be expended under "pay afloat."	

April	10.	Advanced to Geo. Macdaniel, special agent, out of "ten sloops-of-war," to be deposited under "gradual increase of the navy".....	\$20,000 00
June	10.	Advanced to George Harrison, navy agent at Philadelphia, out of "pay afloat," with direction to deposit it under "gradual increase".....	4,000 00
June	11.	Deposited by R. D. Harris, navy agent at Boston, out of other moneys on hand, to the credit of "ten sloops-of-war".....	7,366 22
July	1.	Miles King was directed to deposit, of moneys on hand, to the credit of "ten sloops-of-war".....	9,043 96
August	1.	Advanced to R. D. Harris, out of "repairs of vessels," with directions to deposit under "ten sloops-of-war".....	20,920 68
Oct.	15.	Advanced to Miles King, navy agent at Norfolk, out of "repairs of vessels," with directions to deposit under "ten sloops-of-war".....	5,226 12
		He was at the same time directed to deposit under "ten sloops-of-war" the sum of \$3,917.11, then on hand under "navy yards".....	3,917 11
Dec.	4.	Advanced to George Macdaniel, out of "gradual improvement," to be deposited under "gradual increase".....	48,229 90
Dec.	8.	Deposited by same out of appropriations unknown, to the credit of "contingent for 1828".....	1,000 00

Whole amount thus transferred..... \$159,703 99

There are two modes by which the moneys thus transferred are replaced, and the accounts of the disbursing officers adjusted. One is by the process already described, of sending to the officer a sum of money under one head of appropriation, to be deposited to the credit of the Treasurer under another. For example: In February, 1828, the navy agent at New York wanted \$40,000 under "pay afloat," but that appropriation was exhausted. The Secretary of the Navy sent him \$40,000 out of "gradual improvement," to be expended for "pay afloat." The agent was, therefore, charged with \$40,000 under "gradual improvement," and, upon settlement of his accounts, was credited with \$40,000 under "pay afloat." After the appropriations for 1828 were made, the Secretary sent him \$40,000 under "pay afloat," and directed him to deposit it under "gradual improvement." This operation raised a charge against him of \$40,000 under "pay afloat," and a like credit under "gradual improvement," which balanced those created by the former operation.

The other mode is, by a transfer in the settlement of accounts without passing the money through the hands of the disbursing officer, or taking it out of the Treasury. For example: An advance of \$10,000 is made to the navy agent at Boston out of "provisions," which he is directed to expend for "pay afloat." When his account is settled it appears that he is charged with \$10,000 under "provisions," and credited with the same sum under "pay afloat." This becomes a debt from "pay afloat" to "provisions." To pay this debt, and adjust the agent's account, transfer and counter requisitions, as they are called, are issued, which charge him under "pay afloat" with \$10,000, and carry it to his credit under "provisions." This adjusts the account, and transfers \$10,000 from "pay afloat" to "provisions," in the Treasury.

The whole amount thus transferred in 1828 was \$170,764.06.

It had been drawn from the following appropriations, viz:

Pay afloat.....	\$136,212 27
Contingent prior to 1824.....	1,008 25
Contingent for 1827.....	2,443 84
Pay for marine corps.....	2,778 06
Ordnance.....	4,187 09
Gradual increase.....	2,657 97
Hospital.....	132 01
Contingent for 1825.....	738 57
Repairs of vessels.....	7,092 36
Gradual improvement.....	8,631 36
Contingent for 1828.....	336 40
Contingent for 1826.....	189 25
Ship houses.....	190 00
Ten sloops-of-war.....	15 79
Contingent for 1825, not enumerated.....	91 12
Pay of stations.....	3,863 97
Provisions.....	155 75
Survey of coast of North Carolina.....	40 00
	<u>\$170,764 06</u>

It had been expended, and was accounted for under the following heads, viz:

Prohibition of the slave trade.....	\$3,237 46
Contingent for 1827, not enumerated.....	580 01
Repairs of vessels.....	10,897 33
Hospital.....	7,913 22
Superintendents.....	1,112 95
Navy yards.....	349 21
Ordnance.....	410 55
Pay afloat.....	5,077 56
Contingent for 1828.....	2,574 94
Contingent for 1827.....	1,159 76
Contingent for 1824, not enumerated.....	125 00
Contingent for 1825, not enumerated.....	200 00

Pay, &c., marine corps.....	\$32,079 54
Provisions.....	78,184 31
Contingent for 1826.....	2,733 78
Contingent for 1826, not enumerated.....	169 70
Contingent for 1828, not enumerated.....	85 50
Ten sloops-of-war.....	14,909 31
Pay of stations.....	2,912 12
Contingent prior to 1824.....	3,615 46
Contingent for 1824.....	2,197 09
Contingent for 1825.....	239 26
	<u>\$170,764 06</u>

These transfers repair, in some degree, the confusion thrown into the accounts of the disbursing officers, by advances under wrong heads, and other causes which produce expenditures of money under other heads of appropriation than those from which it is drawn.

The amount ascertained to have been transferred by advances out of one set of appropriations for the use of another in 1829, are as follows:

Transferred to contingent for 1828:

From provisions.....	\$6,278 27
From contingent for 1829.....	<u>4,111 09</u>
	\$10,389 36

Transferred to ten sloops-of-war:

From provisions.....	4,573 53
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Transferred to pay afloat:

From provisions.....	32,711 32
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Transferred to medicines:

From provisions.....	3,200 00
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Transferred to repairs of vessels:

From provisions.....	13,836 42
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Transferred to contingent for 1829:

From provisions.....	6,900 00
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Transferred to navy hospital:

From pay afloat.....	9,000 00
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Transferred to gradual improvement:

From navy yards.....	6,500 00
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\$86,610 63

There was no instance, in 1829, of money being drawn out of one appropriation for the purpose of being deposited to the credit of another, and thus effecting a transfer.

The whole amount of transfers in the settlement of accounts in 1829, was \$399,653.74. This money had been drawn from the following appropriations:

Contingent prior to 1824.....	\$3 30
Contingent for 1824.....	164 88
Contingent for 1825.....	33 14
Ordnance.....	327 65
Navy pension fund.....	12,745 71
Ten sloops-of-war.....	17,060 82
Navy yards.....	218 00
Contingent for 1826.....	180 82
Prohibition of slave trade.....	522 99
Gradual increase.....	75,302 18
Gradual improvement.....	41,558 24
Repairs of sloops.....	5,078 06
Contingent for 1827, not enumerated.....	149 43
Contingent for 1827.....	5,590 92
Hospitals.....	3,192 58
Pay of stations.....	22,302 23
Contingent for 1828, not enumerated.....	100 00
Pay of marine corps.....	5,011 08
Contingent for 1829.....	11,807 67
Contingent for 1828.....	5,170 69
Superintendents.....	2,881 36
Pay afloat.....	116,753 75
Repairs of vessels.....	71,460 28
Provisions.....	3,990 14
Navy hospitals (building).....	1,047 82

\$399,653 74

It had been expended, and was accounted for under the following heads, viz:

Ten sloops-of-war	\$310 67
Contingent 1829, not enumerated.....	1,447 82
Contingent prior to 1824.....	20 00
Arrearages	2,114 44
Superintendents	4,640 34
Contingent for 1827, not enumerated.....	285 00
Contingent for 1827	1,793 63
Contingent for 1829	6,495 20
Pay of stations.....	16,768 09
Contingent for 1824	103 00
Contingent for 1828, not enumerated.....	1,406 84
Contingent for 1828	1,930 89
Gradual improvement.....	77,982 04
Gradual increase.....	10,507 02
Pay of marine corps.....	43,117 28
Ordnance.....	3,714 27
Survey of Savannah river.....	50 00
Hospitals	4,481 94
Navy pension fund.....	2 58
Navy yards.....	54,642 55
Provisions	76,007 96
Pay afloat	73,388 31
Repairs of vessels.....	5,148 88
Suppression of slave trade.....	135 55
Reimbursement marshal of Florida.....	208 32
Navy hospitals (building).....	1,047 82
Contingent for 1825.....	231 12
Laborers	1,660 45
Rewarding crew of the Wasp.....	10,111 13
	\$399,653 74

Thus were \$399,653.74, expended under wrong heads of appropriation, brought back to the proper heads in 1829.

The whole amount advanced out of one appropriation for the use of another, in the three first quarters of 1830, was \$2,366. This was a draft of the navy agent at Valparaiso, upon contingent for 1829, which was exhausted, and it was accordingly paid out of contingent for 1830.

The whole amount of transfers in the settlement of accounts, during the three first quarters of 1830, is \$344,295.18. This money had been drawn from the following appropriations, viz:

Pay and subsistence of marine corps.....	\$4,488 65
Ten sloops-of-war.....	1,072 86
Survey of Savannah river.....	264 77
Gradual improvement.....	8,362 01
Gradual increase.....	5,070 72
Contingent for 1830.....	753 27
Repairs of Brandywine.....	3,022 00
Rewarding Captain Elliot, &c.....	3,180 44
Provisions Brandywine.....	729 00
Contingent for 1827.....	221 99
Pay and subsistence.....	98,738 62
Medicines and hospital stores.....	2,969 01
Navy yards.....	3,926 72
Shore stations.....	66 32
Superintendents	1,474 28
Contingent for 1828.....	33,783 38
Provisions	38,671 25
Ordnance	959 81
Repairs	18,401 68
Pay afloat.....	69,686 28
Contingent for 1829.....	35,205 81
Navy pension fund.....	720 00
Laborers	4,000 00
Contingent 1829, not enumerated.....	257 37
Ship-houses	230 00
Contingent 1826.....	1,20
Reimbursement marshal Florida.....	50 21
Contingent marine corps.....	857 46
Pay, &c., Brandywine.....	6,000 00
Contingent prior to 1824.....	182 38
Contingent for 1825	780 79
Contingent for 1827, not enumerated	70 50
Contingent for 1828, not enumerated.....	96 40
	\$344,295 28

It had been expended, and was accounted for under the following heads, viz:

Pay and subsistence marine corps.....	\$40,891 44
Ten sloop-of-war.....	15,271 83
Gradual increase.....	14,107 45
Contingent for 1830.....	4,424 95
Repairs of Brandywine.....	43 71
Provisions of Brandywine.....	3,086 15
Contingent for 1827.....	62 04
Pay and subsistence.....	32,291 31
Five schooners.....	58 33
Gradual improvement.....	186 12
Medicines and hospital stores.....	17,592 74
Navy yards.....	10,437 47
Shore stations.....	6,736 12
Superintendents.....	7,262 84
Contingent 1828.....	6,921 86
Provisions.....	108,977 89
Ordnance.....	643 50
Repairs.....	48,480 57
Pay afloat.....	2,757 09
Rewarding officers and crew of Wasp.....	720 00
Contingent for 1829.....	6,344 45
Contingent for 1829, not enumerated.....	228 75
Contingent for 1828, not enumerated.....	1,507 89
Clothing marine corps.....	4,571 37
Medicines, &c., marine corps.....	348 00
Reimbursement marshal Florida.....	304 95
Arrearages prior to 1828.....	203 50
Contingent marine corps.....	1,763 41
Fuel marine corps.....	230 22
Pay, &c., Brandywine.....	6,729 00
Contingent prior to 1824.....	17 14
Contingent for 1824.....	235 17
Contingent for 1825.....	807 07
Medicines Brandywine.....	48 25
Contingent for 1826.....	2 60
	\$344,295 18

Thus have \$344,295.18, expended under wrong heads of appropriation, been brought back to the proper heads in the three first quarters of 1830.

The great increase of these transfers in 1829 and 1830, has arisen from a persevering effort on the part of the accounting officers to adjust the appropriation accounts as far as possible.

These transfers take no money out of the Treasury, but they change the amounts standing to the debit and credit of the several appropriations in the Treasury. For instance: There has been transferred to "laborers" in 1830, from other appropriations, \$4,000, which increased the amount standing to the credit of that appropriation in that sum, and it was drawn and deducted from other appropriations. Again: There has been transferred to "pay and subsistence" the sum of \$98,738.62; but there was transferred from that appropriation to others, the sum of \$32,291.31. Deduct the latter sum from the former, and it leaves \$66,447.31, which is the net amount carried to the credit of that appropriation by this process in the three first quarters of 1830. There has been transferred to "provisions" the sum of \$28,671.25; but there was transferred from that appropriation to others, the sum of \$108,977.89. Deduct the former sum from the latter, and it will show that "provisions" has been reduced by this process \$70,306.64. In like manner the extent to which any appropriation has been affected may be ascertained.

These transfers constitute the means used by this office to remedy the errors of the Navy Department in making wrong advances, and of disbursing officers in expending under wrong heads the moneys remitted to them. I presume it originated, or at least acquired consistency, from a letter of Secretary Crowninshield to the Fourth Auditor, dated March 14th, 1817, which read as follows, viz:

"You are hereby authorized to transfer to or from the respective heads of appropriation, as the case may be, any excess or deficiency that may arise in the settlement of accounts for the naval expenditure."

Although these transfers are, perhaps, absolutely necessary to some extent, because it is impracticable for distant agents and pursers at sea to confine their expenditures under each head of appropriation to the exact amount of money received under that head, without serious detriment to the public service, yet they have been made necessary chiefly by heedless calls on the part of disbursing officers, and improper advances by the Secretary of the Navy. It enables the Secretary to anticipate appropriations. For instance: In 1828 the appropriations for "pay afloat" is exhausted; money is called for under that head; he sends it out of "provisions;" in 1829 the account of the disbursing officer is presented for settlement; the Auditor finds that he is charged with \$10,000 under "provisions," but he is obliged to credit him with the same money under "pay afloat," because that was the object upon which it was expended; the amount is then transferred in the settlement of the account, by which \$10,000 in the Treasury is shifted from "pay afloat" to "provisions." The consequence is, that "pay afloat" is charged, in 1829, with a part of the expenditure for that object in 1828. The appropriation for "pay afloat" made for the service of 1829 has been anticipated in 1828; and the transfer in this case is not only a transfer from one appropriation to another, but from one year to another.

To illustrate this idea more fully, let us take an existing case. On the 27th October, 1827, the Secretary of the Navy addressed to the Fourth Auditor a letter of the following import, viz:

"I have the honor to inform you that I have this day caused a requisition to be issued in favor of Mr. George Macdaniel, special agent, for the sum of \$65,594.06, say sixty-five thousand five hundred and

ninety-four dollars and six cents, under the head of 'provisions,' being the balance due from 'pay afloat' to the naval hospital fund. I have to request the necessary transfer in the settlement of Mr. Macdaniel's account."

Thus "provisions" was made to pay a debt of \$65,594.06 due from "pay afloat," and the latter appropriation became indebted to the former in that sum. The "necessary transfer in the settlement of Mr. Macdaniel's account" has never been made, and he is still charged with this sum under "provisions," which is balanced by credits under other heads. If the transfer were now made, its effect would be to reduce the appropriation for "pay afloat," now called "pay and subsistence," for the service of 1830, \$65,594.06, which would be carried to the credit of other appropriations. It would be paying an expenditure for "pay afloat" in 1827 out of the appropriations for that object in 1830.

The disbursing officers, particularly pursers at sea, pay too little regard to the appropriations upon which their drafts are made. Apparently without any estimate of the amounts which they may need under each head of appropriation, some of them draw upon "pay afloat," now merged in "pay and subsistence," for all or most purposes of the ship, expend the money for "provisions" and other objects, and rely for an adjustment upon a transfer in the settlement of their accounts. This practice has doubtless exhausted some of the appropriations sooner than they would have been, had the pursers' drafts been properly made. The transfers from provisions in 1828 were \$78,184.31, in 1829 \$76,007.96, and in the three first quarters of 1830 they were \$108,977.89, while the transfers to "pay afloat" were, in 1828 \$136,212.27, in 1829 \$116,753.75; and to "pay and subsistence" and "pay afloat" in the three first quarters of 1830, \$168,424.90, "pay afloat" and "shore stations" being now merged under the general head of "pay and subsistence." Although much of this irregularity, and I may add violation of the law, was produced by the improper advances of the Secretary, perhaps more of it has sprung from the carelessness of pursers in drawing upon "pay afloat" only, when a portion of their drafts should have been upon "provisions" and other heads. Like irregularities have been produced by like means in other appropriations.

All sums advanced out of one appropriation and deposited to the credit of another, and all sums transferred in the settlement of accounts, appear on the books of the Treasury as *expenditures* under one head, and *repayments* under another. They are charged to the appropriations from which they were drawn as *expenditures*, and credited to those to which they are transferred as *repayments*. They are so reported to Congress.

In the Second Comptroller's report of the expenditures of 1828, the amount of repayments is represented to be \$369,909.94.

This sum is thus made up, viz:

Amount drawn out of one set of appropriations and deposited to the credit of another....	\$155,744 01
Amount transferred in the settlement of accounts.....	170,764 06
Amount <i>actually repaid</i>	43,401 87
	\$369,909 94

It hence appears, that, of the \$369,909.94 reported as repayments in 1828, only \$43,401.87 were *actually repaid*.

So, for 1829, the repayments, as reported, were \$675,666.89.

Amounts transferred in settlement of accounts.....	\$399,353 74
Placed in the Treasury to the credit of navy hospitals, privateer pension fund, and navy pension fund, (it being a new arrangement).....	188,787 62
Amount <i>actually repaid</i>	87,225 53
	\$675,666 89

It hence appears, that, of the \$675,666.89 reported as repayments in 1829, only \$87,225.53 were *actually repaid*.

So for the three first quarters of 1830, the sum appearing on the books of the Treasury as as repayments is \$568,676.28.

Amount transferred in settlement of accounts.....	\$344,295 18
Deposited to credit of privateer pension fund.....	53,546 02
Deposited to credit of navy pension fund.....	72,299 62
Amount <i>actually repaid</i>	98,535 46
	\$568,676 28

It hence appears, that, of the sum of \$568,676.28, which, according to established forms, is denominated repayments, during the three first quarters of the present year, only \$98,535.46 have been actually repaid.

All these fictitious repayments are added to the amount of appropriations in the Second Comptroller's report, to make up the amount applicable to the service of the year. So far as they are composed of sums drawn from one appropriation, and deposited to the credit of another, they are *twice* added in—*once* in the column of appropriations for the service of the year, and *again* in the column of repayments. So far as they are composed of sums transferred in the settlement of accounts, they are included in the column of repayments, are added in as a part of the amount applicable to the service of the year, and, together with the foregoing, are included in the column of expenditures. The amounts reported as repayments, the amount applicable to the service of the year, and the amount of expenditures, are, therefore, fictitious, being represented as greater than they really are, by the exact amount of these transfers. The report gives truly the amount in the Treasury to the credit of each head of appropriation, but does not communicate the important fact that many of the appropriations are actually overdrawn, and in debt to others in large amounts. This is not the fault of the Second Comptroller, nor of the system; but of the Navy Department, and its disbursing officers. It has not been considered the duty of the Second Comptroller to know that a requisition upon "pay and subsistence" is intended for the use of "provisions." It has been deemed his only duty to charge it to the appropriation upon which it is drawn. But so great

have been the irregularities of the Navy Department, and its disbursing officers in making drafts, that the Second Comptroller's books have long since ceased to show accurately upon what objects, or under what heads of appropriation, the public moneys appropriated for the use of that Department have been expended; nor is it possible from those books to ascertain, at least before a final settlement of accounts and transfer of balances. The reports made out from them have been deceptive. They generally show a small balance on hand under every appropriation, but this balance is often preserved by drawing largely under other heads for the use of that which is so nearly exhausted. Thus "pay afloat" was reported to have on hand \$279.67, on the first day of January, 1828, when it is well known that at one time \$65,000, and large sums at other times, were drawn from other appropriations, within the year 1827, for its use; so that it was substantially overdrawn on that day about \$100,000.

The only means of approximating the true state of the appropriations, are found on the credit side of the books of this office. The debit side agrees with the Second Comptroller's books, but the credit side shows the heads of appropriation under which moneys advanced have been applied and accounted for. By the system which the law prescribes, the advance and the account rendered should be under the same head. The irregularities produced by variances were rectified by transfers in the settlement of accounts, In 1828, to the amount of..... \$170,764 06
In 1829, to the amount of..... 399,653 74
In 1830, three quarters, to the amount of..... 344,295 18

\$914,712 98

In fact, each of these transfers adjusted its exact amount under two heads of appropriation, one on the debit and the other on the credit side of the accounts; so that the irregularities adjusted were near two millions of dollars.

To exhibit the actual condition of the appropriation, as well as personal accounts in this office, I transmit herewith six tables.

Table marked A shows the balances which have been due to the Navy Department, under each head of appropriation, more than three years, in cases where there are no credits.

Table marked B shows the like balances due less than three years (with some small credits).

Table marked C shows the balances in individual accounts, both debit and credit, which cannot be closed without further appropriations or transfers.

Table marked D shows the outstanding advances to disbursing officers.

Table marked E shows the credits entered to individuals to whom there are no debits.

Table marked F is a recapitulation of all the other tables, exhibiting, also, the balance in the Treasury under each head of appropriation.

The aggregate amount to be adjusted under each head of appropriation, including both debit and credit balances, is as follows, viz:

Pay and subsistence.....	\$2,853,219 17
Provisions.....	1,109,428 68
Medicines and hospital stores.....	93,463 78
Repairs of vessels.....	447,121 97
Ordnance.....	89,887 82
Navy yards.....	125,056 79
Gradual improvement.....	307,760 76
Superintendents.....	44,876 54
Contingent prior to 1824.....	388,790 53
Shore stations.....	47,886 55
Increase.....	138,121 03
Contingent for 1824.....	38,484 92
Contingent for 1825.....	149,330 19
Contingent for 1826.....	72,520 61
Contingent for 1827.....	98,258 90
Contingent for 1828.....	79,417 36
Contingent for 1829.....	44,902 97
Contingent for 1830.....	94,630 19
Contingent for 1825, not enumerated.....	5,374 39
Contingent for 1826, not enumerated.....	4,966 69
Contingent for 1827, not enumerated.....	1,578 36
Contingent for 1828, not enumerated.....	182 50
Contingent for 1829, not enumerated.....	17,103 84
Contingent for 1830, not enumerated.....	11,150 42
Prohibition of slave trade.....	8,476 54
Suppression of piracy.....	7,026 50
Ten sloops.....	63,954 06
Five schooners.....	17,276 50
Timber-sheds.....	32,372 60
Timber-docks.....	9,682 80
Covering ships.....	13,909 26
Store-houses.....	666 50
Repairing wharves.....	693 42
Ship houses.....	11,075 00
Laborers.....	6,206 44
Inclined plane.....	5,840 29
Survey of coasts and harbors.....	146 22
Survey of coast of North Carolina.....	140 00
Survey of Savannah river.....	1,394 68
Survey of Charleston, S. C., and St. Mary's.....	706 87
Survey of coast of Florida.....	1,519 82
Survey of ports.....	192 96

Provisions, (Brandywine).....	\$5,000 00
Contingent, (Brandywine).....	1,771 12
Navy pension fund.....	13,604 32
Privateer pension fund.....	3,596 63
Navy hospitals.....	88,778 49
Arrearages.....	7,323 89
Navy yard at Pensacola.....	3,862 63
Sloops-of-war.....	7,194 16
Repairs of sloops.....	29,514 98
Breakwater.....	389 35
Shot and shells.....	13,500 00
Vessels on Lake Ontario, &c.....	14,170 16
Purchase of captured vessels.....	7,660 00
Purchase of timber.....	19,503 58
Seventy-fours and frigates.....	21,124 48
Barges.....	5,000 00
Sulphur and saltpetre.....	1,000 00
Reimbursement of marshal of Florida.....	1,579 51
Rewarding officers and crew of two boats, under F. H. Gregory.....	3,000 00
Rewarding officers and crew of the Constellation and Wasp.....	1,730 78
Rewarding officers of the Hornet.....	872 56
Rewarding captain Elliot.....	3,633 28
Rewarding officers and crew of the Wasp.....	174 14
Pay of marine corps.....	634,580 59
Quartermaster's stores of marine corps.....	5,380 90
Clothing of marine corps.....	43,820 94
Barracks of marine corps.....	29,923 53
Contingent and extra emoluments of marine corps.....	105,569 33
Hospital of marine corps.....	5,578 15
Military stores of marine corps.....	6,293 84
Fuel of marine corps.....	19,311 89
	\$7,539,438 51

Of the balances in table A, amounting to \$1,362,437.23, but a small portion will ever be adjusted, because the persons to whom they stand charged are mostly insolvent, and a large number of them dead.

The greater part of the balances in table B, amounting to \$179,427.81, will probably be adjusted by credits or collections. The credit balances in this table can be closed by transfers.

The greater part of the balances in table C, both debit and credit, amounting to \$2,999,452.93, will remain unadjusted for ever, unless new appropriations be made under some of the heads, or power be granted to make transfers from one head to another.

A large portion of the amounts exhibited in table D, have already been accounted for; but the credits were not brought upon the books of this office on the 1st of November, down to which time these tables are brought; and most of the balances being advances to navy agents and pursers at sea, will be adjusted in future settlements.

Under the following heads of appropriation, the sums annexed have been accounted for, and stand credited on the books of this office, *above the whole amounts advanced under the same heads, added to the balances remaining in the Treasury, viz:*

Navy yards.....	\$31,065 30
Vessels on Lake Ontario.....	5,829 84
Ten sloops-of-war.....	50,394 50
Suppression of piracy.....	3,834 34
Ship-houses.....	1,249 44
Sloops-of-war.....	7,194 16
Survey of ports.....	192 96
Survey of coast of Florida.....	1,519 82
Five schooners.....	17,276 50
Contingent and extra emoluments marine corps.....	46,807 28
Contingent for 1824.....	9,727 15
Contingent for 1825.....	89,393 13
Contingent for 1826.....	57,149 39
Contingent for 1827.....	52,565 06
Contingent for 1828.....	30,219 52
Contingent for 1829, not enumerated.....	16,553 93
Contingent for 1830, not enumerated.....	8,202 16
Contingent for 1825, not enumerated.....	5,014 05
	\$434,188 53

The credits on account of contingent not enumerated for 1829 and 1830, have arisen from charging to those appropriations losses on exchange, which were formerly charged to the appropriations on which the bills were drawn. It is obvious that the expenditures under those heads, excepting the two last, have been greater than the appropriations. The amounts due to individuals under them is very small. They have been paid out of other appropriations, and the payments thus made constitute an equal amount of the unadjusted debit balances on the books of this office. To adjust them, no appropriation is necessary. It is only requisite that authority be given to transfer in *form* that which has been transferred in *fact*. Every sum so transferred would extinguish twice the amount of the unadjusted balances, *once* on the debit, and *again* on the credit side of the books of this office.

These balances present only the amounts in which the appropriations *could* be deficient, if all that is due to them were collected and paid into the Treasury; but, as there are large sums outstanding, which will never be collected, the deficiency is much greater than appears by this statement.

Some of the appropriations are also deficient, which are not shown to be by these tables. There appears to be a small balance in favor of "contingent prior to 1824;" yet, of the \$134,850.52 due to that appropriation from individuals, very little will be collected. It is unquestionably deficient in more than \$120,000. Other appropriations may be in the same condition. It is my opinion that the actual deficiencies in appropriations which have been paid out of others, and cannot be replaced without the interposition of Congress, is not much short of a million of dollars.

The amounts which have been transferred by erroneous advances and misapplications in the expenditure, have been *many millions*.

Most of this mischief might have been prevented. The deficiencies were chiefly in the contingent appropriations and "ten sloop-of-war," and the redundancy in "pay and subsistence" and "provisions." The first deficiency might have been met by a curtailment of expenses, or an application to Congress to increase the appropriations. But the same estimate was continued from year to year, while the allowances were increased: "pay afloat" was drawn upon in aid of "contingent" and other appropriations, until it was exhausted; "provisions" was drawn upon for the same purpose, and to sustain "pay afloat," other appropriations were also drawn upon for like purposes, and at length all became involved in a common confusion. Almost the whole evil has sprung, directly or indirectly, from a deficiency in the contingent appropriation, which might have been corrected as soon as discovered.

A curtailment of allowances has not yet been made, sufficient to bring the annual expenditures for contingencies within the appropriation. There will be a deficiency for 1829, and probably for 1830, when all the accounts of pursers at sea, and disbursing officers, shall be settled.

To prevent mistakes, it seems necessary to state that the amount actually due to the Navy Department is not equal to the amount of unadjusted balances. These include unadjusted *credits* as well as *debts*. To ascertain the whole amount due to the Department, take from the tables the whole debit balances.

Deduct the credit balances.....	\$6,081,020 12
Amount due to the Department	1,488,416 39
Amount due to the Department	\$4,592,603 73

The Treasury Department has no power to adjust these balances, except by a transfer in the settlement of accounts. No transfer is possible when the appropriation from which it might otherwise be made is exhausted. In many other cases of accounts long since settled, it could not be effected without serious inconvenience to the Navy Department. It would take large sums of money from appropriations under which it is wanted, and place it to the credit of those under which it is not, and might produce new deficiencies and fresh irregularities. For instance: The quartermaster of the marine corps is charged with \$101,105 under the head of "pay and subsistence of marine corps," drawn in 1826, for which he has credit under "provisions." If, in the settlement of his account, this sum were transferred from "provisions" to "pay and subsistence of marine corps," it would reduce the former, and be of no service to the latter. The same state of things exists in relation to other appropriations.

Recently, transfers have been effected in settlements made in this office, whenever it could be done without producing greater evils than those intended to be corrected. It will be perceived that they were much greater in 1829 than in 1828, and comparatively greater in 1830 than in either. But as irregular advances by the Navy Department have ceased, and misapplications in expenditure much diminishes, the amount of these transfers will soon begin to decline, and in two or three years become very small. But when all is done which can be effected by this process, I confidently believe the unadjusted balances of appropriations will still be more than four millions of dollars.

It only remains for me to suggest such measures as appear to me adequate to remedy the evils which we now suffer, and prevent their recurrence.

The most direct remedy is an act of Congress authorizing the Second Comptroller to direct transfers of balances from one head of appropriation to another, in all accounts of the Navy Department accruing prior to the 1st day of January, 1831, provided that no money shall be drawn from the Treasury to effect that object, and requiring that all balances which cannot be thus closed, except in running accounts, shall be reported to Congress at their next session, that further provision may be made by law for their adjustment.

To prevent a recurrence of these mischiefs, it is only necessary to persevere in the course of measures you have adopted, viz:

1. Let the estimates be carefully adjusted every year, so that there shall be no deficiency under any head of appropriation;
2. Let the Secretary of the Navy refrain altogether from advancing money out of one appropriation for the use of another; and
3. Let the navy agents, pursers, and commanders of squadrons and vessels on separate service, estimate carefully the sums which may be wanted, from time to time, under each head of appropriation, and predicate their requisitions and drafts upon such estimates;
4. Let the accounting officers of the Treasury refuse to credit disbursing officers and others for any expenditure under a head of appropriation which is exhausted.

Once adjusted by the interposition of Congress, a rigid observance of these points would enable the Navy and Treasury Departments to keep the books of this office for ever clear of the irregularities with which they are now filled. Much relief would be given to this office, and labor saved, if legal provision were made for closing accounts and extinguishing balances in cases where the debtors are dead and insolvent, and no possibility exists of ever making collections. Under existing laws, such balances must remain forever on the books of this office unclosed.

This report has been delayed beyond my wishes and intentions by the impracticability of sooner collecting and accurately arranging the mass of information which it contains.

Very respectfully, your obedient servant.

AMOS KENDALL.

HON. JOHN BRANCH, *Secretary of the Navy.*

A.

Abstract of balance due more than three years from persons who have no credits.

APPROPRIATIONS.

Samuel Anderson, pay and subsistence.....	\$40 00
Samuel Allen, pay and subsistence.....	19 22
James Alcorn, pay and subsistence.....	26 70
Theod. Armistead, pay and subsistence, \$69,456.27; provisions, \$48,265.07; hospital, \$5,706.25; repairs, \$41,114.69; contingent prior to 1824, \$27,395.32; ordnance, \$3,306.32; navy yards, \$16,471.59; pay marine corps, \$3,096.55; military stores marine corps, \$698.00; hospital marine corps, \$1,092.42; quartermaster's stores marine corps, \$3,074.08; total.....	219,676 56
John Adams, pay and subsistence.....	458 81
A. M'K. Andrews, pay and subsistence.....	75 00
Moses Allen, pay and subsistence.....	1,067 08
James Anderson, pay and subsistence.....	52 50
Humphrey Alden, pay and subsistence.....	50 00
Thomas C. Ahny, contingent prior to 1824.....	1,000 00
A. A. Alexander, pay and subsistence.....	4 52
Walter Abbott, pay and subsistence.....	24 92
James W. Abbott, pay and subsistence.....	25 87
Nathaniel Adams, pay and subsistence.....	78 31
John H. Beall, pay and subsistence.....	3 03
Walter Boyd, pay and subsistence.....	185 50
Montgomery Bell, ordnance.....	1,858 24
Wm. C. Beard, pay and subsistence.....	30 14
Thomas Bruff, ordnance.....	250 00
Sylvester Bill, pay and subsistence.....	9 75
Edw. J. Bellard, pay and subsistence.....	19 08
Wm. L. Brownlow, contingent prior to 1824.....	10 45
Samuel R. Briggs, pay and subsistence.....	83 50
John Bullus, pay marine corps, \$717.96; hospital marine corps, \$32.28; vessels on Lake Ontario, \$4,170.16; purchase of captured vessels, \$7,660.00; clothing marine corps, \$238.71; total.....	12,819 11
Richardson Buck, pay and subsistence, \$60.00; contingent prior to 1824, \$40.00; total....	100 00
Joseph Bossier, pay and subsistence.....	148 43
George Bohrer, pay and subsistence.....	2 64
M. W. Bostwick, pay and subsistence.....	6,297 11
W. F. Bacot, pay and subsistence.....	288 87
John Brown, pay and subsistence.....	2 82
Joseph Bedford, contingent prior to 1824.....	34 78
Joseph H. Barrymore, pay and subsistence.....	158 00
William Ballard, pay and subsistence.....	155 75
Richard Butler, pay and subsistence.....	580 00
William Bradford, pay and subsistence.....	13 47
James Broom, pay and subsistence.....	33 80
George Boyd, pay and subsistence.....	38 00
Philip H. Brook, pay and subsistence.....	66 80
Phil. A. Bush, pay and subsistence.....	137 33
John H. Beck, pay and subsistence.....	48 02
John S. Blake, pay and subsistence.....	149 57
Jos. L. Biggs, pay and subsistence.....	129 28
Benjamin Bryan, pay and subsistence.....	91 20
William M. Barron, pay and subsistence.....	382 47
Edward Bennet, pay and subsistence.....	174 59
Russel Bassett, pay and subsistence.....	44 48
Thomas Burrows, pay and subsistence, \$1,275.02; contingent prior to 1824, \$21.10; total....	1,296 12
Benjamin F. Bourne, pay and subsistence.....	34,149 32
Joshua Barney, pay and subsistence.....	3 75
F. B. DeBellevieu, pay marine corps.....	4,862 86
John Brooks, pay marine corps, \$968.11; quartermaster's stores, marine corps, \$27.78; total	995 89
Jere. Brown, pay and subsistence, \$1,919.02; provisions, \$338.65.....	2,257 67
Samuel Bacon, prohibition of slave trade.....	1,386 94
John A. Belsches, pay and subsistence, \$245.07; contingent prior to 1824, \$148.58.....	393 65
W. Burrows, pay and subsistence.....	114 46
James M. Baker, pay and subsistence, \$19.00; contingent prior to 1824, \$40.....	59 00
Charles M. Berry, pay and subsistence.....	24 59
Richard Brashers, pay and subsistence \$3,783.32; contingent prior to 1824, \$65.00.....	3,848 32
John W. Bronough, contingent prior to 1824.....	4,345 12
Samuel Blair, pay and subsistence.....	302 78
Thomas Carvery, contingent prior to 1824.....	158 36
John F. Cochran, pay and subsistence.....	38 00
Richard Caton, pay and subsistence.....	38 00
John Clark, pay and subsistence.....	80 75
James Connor, pay and subsistence.....	14 95
Rogers Carter, pay and subsistence, \$40.00; contingent prior to 1824, \$1.00.....	41 00
Henry Caldwell, contingent prior to 1824.....	100 00

John M. Cayton, pay and subsistence.....	\$30 00
John Carroway, pay and subsistence.....	80 00
Benj. D. Coakley, pay and subsistence.....	1,000 00
Peter Craig, contingent prior to 1824.....	30 00
W. R. F. Chamberlaine, pay and subsistence, \$25.00; contingent prior to 1884, \$755.00...	780 00
Charles Cronwell, pay and subsistence.....	12 53
Robert Cutchen, pay and subsistence.....	62 18
Henry P. Casey, pay and subsistence.....	3 98
John L. Clark, pay and subsistence.....	406 00
Thomas H. P. Cooper, contingent prior to 1824.....	41 70
John Crowfoot, pay and subsistence.....	300 47
William Cooper, pay and subsistence.....	1,094 32
Archibald Campbell, pay and subsistence.....	3,030 73
Philip Craig, pay and subsistence.....	10 00
F. J. Costigan, pay and subsistence.....	860 00
William Coit, 2d, pay and subsistence.....	440 72
Charles F. Clark, pay and subsistence.....	48 00
George Carson, pay and subsistence.....	126 69
P. A. Cartwright, pay and subsistence.....	1,683 99
David M. Clarkson, pay and subsistence.....	2,348 88
Francis Cooper, pay and subsistence.....	30 00
Richard Crump, pay and subsistence.....	519 00
John Carson, pay and subsistence.....	234 06
Winlock Clark, pay and subsistence.....	162 73
Charles E. Cutts, pay and subsistence.....	23 64
Wm. E. Cambridge, pay and subsistence.....	50 88
L. A. J. Cuthbert, pay and subsistence.....	80 00
Daniel Carmick, pay &c., marine corps.....	1,776 74
Stacey Curtis, pay and subsistence.....	40 00
John Craig, pay and subsistence.....	400 00
Ed. W. Carpenter, contingent 1826.....	99 93
Charles J. Catlett, pay and subsistence.....	3,228 06
John Cadle, pay and subsistence.....	25 00
Wm. H. Cock, pay and subsistence.....	38 85
S. P. Chamberlaine, pay and subsistence.....	272 00
Richard B. Coffin, pay and subsistence.....	27 00
Lawrence Dorsey, pay and subsistence.....	100 00
Pat. Dunn, pay and subsistence.....	30 00
Degen, Purviance, & Co., pay and subsistence.....	76,655 68
Francis Delino, pay and subsistence.....	38 00
A. S. E. Duncan, pay and subsistence.....	38 00
George Davis, pay and subsistence.....	80 00
William Dunston, pay and subsistence.....	160 42
John Deane, pay and subsistence.....	428 00
E. R. Davis, pay and subsistence.....	836 27
Wm. Depester, pay and subsistence.....	41 80
James Davis, pay and subsistence.....	70 24
John Davis, pay and subsistence, \$1,731.11; provisions, \$50.....	1,781 11
Andrew Dorgan, pay and subsistence, \$92.01; contingent prior to 1824, \$211.37.....	303 38
Henry Dennison, pay and subsistence.....	555 78
George J. Davis, pay and subsistence.....	0 02
C. P. Derby, pay and subsistence.....	60 00
James B. Dulaney, pay and subsistence.....	50 00
James J. Decatur, pay and subsistence.....	449 66
Charles J. Debois, contingent prior to 1824.....	200 00
James Doughen, prohibition of slave trade.....	116 67
Henry Davis, contingent prior to 1824.....	250 00
Thomas Davis, contingent prior to 1824.....	4 65
John E. Davidson, pay and subsistence.....	2 26
Edward W. Dowse, pay and subsistence.....	63 62
Richard Dominick, contingent prior to 1824.....	15 00
John Downes, pay and subsistence.....	723 60
James H. Dobbins, contingent prior to 1824.....	73 30
John P. Decatur, contingent prior to 1824.....	300 00
Daniel S. Dexter, pay and subsistence.....	4,489 43
Daniel Eldridge, pay and subsistence.....	1,968 30
T. B. Eyre, contingent prior to 1824.....	50 00
W. W. Edwards, pay and subsistence \$50.03; contingent prior to 1824, \$42.50.....	92 53
E. Essex, pay and subsistence.....	35 00
Samuel Elbert, pay and subsistence.....	24,373 63
James Eakin, pay and subsistence.....	237 72
Samuel A. Eakin, pay and subsistence.....	125 00
Mark Fernald, pay and subsistence.....	35 21
George Ferragut, pay and subsistence.....	150 00
Thomas Fitzsimonds, pay and subsistence.....	2,324 38
Joseph Field, pay and subsistence.....	152 15
John H. Fosdick, pay and subsistence.....	38 00
Nathaniel Fanning, pay and subsistence.....	70 57
H. P. Fishman, pay and subsistence.....	4 80

John Freeborne, pay and subsistence.....	\$18 56
Joseph Fisher, pay and subsistence.....	201 69
Thomas Frazier, pay and subsistence.....	250 00
Henry Fry, pay and subsistence.....	2,896 64
James Frazer, pay and subsistence.....	2,645 90
Nicholas Fountain, pay and subsistence.....	63 42
Robert H. Flinn, pay and subsistence.....	164 84
William Flemming, pay and subsistence.....	24 80
Dulany Forrest, pay and subsistence \$1,275; provisions, \$414.09.....	1,689 09
Thomas E. Finnimore, pay and subsistence.....	502 25
James Foster, pay and subsistence.....	40 00
John D. Fisher, pay and subsistence, \$247.49; contingent prior to 1824, \$149.70.....	397 19
William Fleetwood, pay and subsistence.....	470 66
H. Foxhall, contingent prior to 1824.....	27 73
John H. Fawn, pay and subsistence, \$40,140.44; provisions, \$12,894.93; contingent prior to 1824, \$1.00; medicines and hospital stores, \$1,000; navy yards, \$2,254.86; purchase of timber, \$15,325.00; pay, &c., marine corps, \$5,263.68; contingent marine corps, \$1,954.74.....	78,824 85
James W. Forrest, pay and subsistence.....	92 61
Aquila Giles, pay and subsistence.....	94 88
John Gault, pay and subsistence.....	44 07
Joseph Gantt, pay and subsistence.....	38 00
H. L. Gross, pay and subsistence.....	51 56
Thomas Gordon, pay and subsistence.....	35 26
William Godby, pay and subsistence.....	30 00
John Gavine, pay and subsistence.....	3,886 85
John R. Grayson, pay and subsistence.....	281 27
James Gibson, pay and subsistence.....	390 95
William Gerard, jr., pay and subsistence.....	114 00
John Goulding, provisions.....	4,642 50
Robert Greenleaf, pay, &c., marine corps.....	12,912 97
Geo. H. Geddess, pay and subsistence.....	1,600 00
Richard Gregory, pay and subsistence.....	108 00
Charles Gobert, contingent prior to 1824.....	400 00
John Grant, pay and subsistence.....	40 00
William Gunning, pay and subsistence.....	45 79
William Gyles, pay and subsistence.....	57 00
John C. C. Gunn, pay and subsistence.....	106 17
Peter Gamble, pay and subsistence.....	20 50
William L. Gill, pay and subsistence.....	19 00
Benjamin Griffin, pay and subsistence.....	14 66
Joseph Gamble, pay and subsistence.....	130 00
Lewis German, pay and subsistence.....	1,196 69
Anthony Gale, pay, &c., marine corps.....	529 63
Henry Gray, pay and subsistence.....	494 16
John Graves, pay and subsistence.....	48 00
Edward C. Gardner, pay and subsistence.....	100 00
R. W. Goldsborough, pay and subsistence.....	9,585 46
Christopher Gadsden, pay and subsistence.....	2,179 12
John Galloway, pay and subsistence.....	87 86
Charles Gordon, pay and subsistence.....	2,178 50
James Greenlaw, pay and subsistence.....	60 00
John M. Gardner, pay and subsistence.....	26 44
John W. Gibbs, pay and subsistence.....	660 74
Michael Graham, pay and subsistence.....	168 99
Henry Gilliam, pay and subsistence.....	2,004 95
William R. Graham, pay and subsistence.....	88 70
Charles F. Grandison, pay and subsistence, \$2,904.48; medicines and hospital stores, \$255.90; repairs, \$92.15.....	3,252 53
Thomas N. Gautier, pay and subsistence.....	637 00
Robert M. Gamble, pay and subsistence.....	986 96
Richard Gardner, provisions, \$16,480; contingent prior to 1824, \$2,000.....	18,480 00
Alexander Glennie & Son, pay and subsistence.....	6,448 54
Daniel Hawley, pay and subsistence.....	213 37
Alexander Haley, pay and subsistence.....	38 02
William Hartigan, pay and subsistence.....	57 00
William Hunter, pay and subsistence.....	1 03
James B. Hunt, pay and subsistence.....	60 00
H. Hammond, pay and subsistence.....	178 50
Thomas W. Hooper, quartermaster's stores, marine corps.....	1,223 78
Thomas P. Harrison, pay and subsistence.....	80 00
Andrew Haslett, pay and subsistence.....	10 28
H. J. Humphreys, pay and subsistence.....	38 00
H. H. Haskins, pay and subsistence.....	120 00
Benjamin Hyde, pay, &c., marine corps.....	1,000 00
Joseph Heslip, pay and subsistence.....	4 88
A. W. Hayman, pay and subsistence.....	80 00
Jno. Hyland, (of Stephen,) contingent prior to 1824.....	125 82
E. F. Howell, pay and subsistence.....	120 97
William Harper, pay and subsistence.....	41 17

Julius Humphreys, pay and subsistence.....	8429 29
L. Hinchman, pay and subsistence.....	66 67
W. H. Haddaway, pay and subsistence.....	40 00
Charles H. Hannah, contingent, prior to 1824, \$53.29; pay, &c., marine corps, \$508.94.....	562 23
Leonard Hall, pay and subsistence, \$161.90; contingent, prior to 1824, \$114.98.....	276 88
John S. Hutton, pay and subsistence.....	233 57
P. L. Hoffman, pay and subsistence.....	3,920 07
David Hall, pay and subsistence.....	210 00
Richard S. Heath, pay and subsistence.....	74 90
William B. Harris, pay and subsistence.....	27 76
Benjamin Hegdon, pay and subsistence.....	287 78
Josiah Hazard, pay and subsistence.....	220 35
Daniel Hurley, pay and subsistence.....	80 00
Edward Hall, pay and subsistence.....	188 14
Robert Hamilton, pay and subsistence.....	17 54
John B. Henry, pay and subsistence.....	78 45
Nathaniel Hutton, increase.....	45 00
James Hodge, contingent prior to 1824, \$19.40.....	19 40
John F. Howell, pay and subsistence, \$100; survey of coasts and harbors, \$146.22; survey of coast of North Carolina, \$30.....	276 22
Thomas Hunt, pay and subsistence.....	56 31
Thomas Hendrey, pay and subsistence, \$64.81; contingent, prior to 1824, \$243.78.....	308 59
Daniel Hazard, contingent, prior to 1824, \$70.....	70 00
John Hudson, pay and subsistence.....	178 05
D. Higdon, pay and subsistence.....	216 79
Peter Horace, pay and subsistence.....	244 50
P. Hopewell, pay and subsistence.....	44 53
George S. Hackley, pay and subsistence.....	258 75
Thomas Hoyt, pay and subsistence.....	483 26
Daniel Hughes, pay and subsistence.....	69 00
John Holcomb, pay and subsistence.....	71 58
William B. Hall, pay and subsistence, \$103.31; pay &c., marine corps, \$115.....	218 31
George H. Hannah, pay and subsistence.....	73 45
Thomas R. Handy, pay and subsistence, \$40; contingent prior to 1824, \$37.90.....	77 90
Archibald Hamilton, pay and subsistence, \$382.60; contingent prior to 1824, \$422 76.....	805 36
Bernard Henry, pay and subsistence.....	1,727 69
John C. D. Hart, pay and subsistence.....	77 84
Charles Halstead, repairs.....	270 20
Richard B. Horner, contingent prior to 1824.....	11 10
Joseph Le C. Hardy, contingent 1824.....	75 00
Theodore Hunt, pay and subsistence.....	515 83
Charles Hay, contingent prior to 1824.....	100 00
Philip Jarvis, pay and subsistence.....	417 83
W. Jacobs, pay and subsistence.....	156 28
William Jarvis, pay and subsistence.....	38 02
J. M. Jacobs, pay and subsistence.....	61 15
W. Jasper, pay and subsistence.....	330 00
Samuel G. Jerauld, pay and subsistence.....	2,558 21
P. A. J. P. Jones, pay and subsistence, \$327.34; contingent prior to 1824, \$535.....	862 34
John Johnson, pay and subsistence.....	280 00
Artemus Johnson, pay and subsistence.....	60 00
James Johnson, provisions.....	17,000 00
Richard B. Jones, contingent prior to 1824.....	36 00
W. C. Jenks, pay and subsistence.....	75 94
N. Ingraham & Sons, repairs.....	251 83
Christopher Jordan, pay and subsistence.....	40 00
C. B. Jaudon, pay and subsistence.....	64 35
John Kiddall, pay and subsistence.....	3 80
John C. Kinnicut, pay and subsistence.....	88 50
H. H. Kennedy, contingent prior to 1824.....	149 01
Zerubbabel Kemp, pay and subsistence.....	82 21
Thomas King, contingent prior to 1824.....	32 50
John Kilbourne, contingent prior to 1824.....	77 76
Benjamin Kirby, contingent prior to 1824.....	50 00
James Key, pay and subsistence.....	30 00
Lyman Killog, quartermaster's stores, marine corps.....	9 15
A. K. Kearney, pay and subsistence.....	19 72
Miles King, nipshipman, pay and subsistence.....	32 92
S. B. Kingston, contingent 1826.....	50 00
Adam L. Kuhn, pay and subsistence.....	27 80
Joseph Kerr, provisions, \$3,110; contingent prior to 1824, \$903.81.....	4,013 81
John P. Lovel, pay and subsistence.....	666 41
Seth H. Lewis, pay and subsistence.....	138 27
William Lindsay, pay and subsistence.....	150 00
Josiah R. Lockwood, pay and subsistence.....	7 98
P. M. Livingston, pay and subsistence.....	31 20
James Lawreson, pay and subsistence.....	3 68
John W. Lewis, pay and subsistence.....	80 00
John Larkin, contingent prior to 1824.....	30 00

Tobias Lear, contingent prior to 1824	\$2,990 71
John Light, contingent prior to 1824	147 62
Thomas Lindsay, purchase of timber	370 23
John Lyon, pay and subsistence	8,273 95
Augustus Ludlow, pay and subsistence	844 22
James R. Lyman, pay and subsistence	131 25
James Lawrence, pay and subsistence	11,275 85
Thomas W. Legg, pay, &c., marine corps	230 28
Enoch Lowe, pay and subsistence	485 11
Arthur Latimer, pay and subsistence	257 66
N. G. Lughton, pay and subsistence	60 00
Robert Lewis, pay and subsistence	4,047 44
Caleb Lownes, pay and subsistence	2,000 00
George W. Leggett, pay and subsistence	60 97
Joseph P. Langdon, pay and subsistence	1,347 30
Robert Long, pay and subsistence	51 18
A. C. W. Love, pay and subsistence	664 45
Jesse V. Lewis, pay and subsistence	131 62
H. S. Langdon, pay and subsistence, \$461.39; navy yards, \$484.74; increase, \$6,671.91; seventy-fours and frigates, \$460.30	8,078 34
W. Lewis & Co., repairs	1,724 38
B. L. Lear, rewarding officers and crew of two boats under P. H. Gregory, ...	3,000 00
M. M. Little, contingent marine corps	32
W. Lewis, pay and subsistence, \$835.86; contingent prior to 1824, \$214	1,049 86
John McLeary, repairs	300 00
Richard B. Mitchell, pay and subsistence	57 00
James M. Mountain, pay and subsistence	50 00
Landon Mercer, pay and subsistence	114 08
D. McCormick, pay and subsistence	200 00
John Macral, pay and subsistence	38 00
E. H. Massers, pay and subsistence, \$78; contingent prior to 1824, \$80	158 00
James McKnight, pay and subsistence	154 31
Charles Morris, pay and subsistence	237 92
George Mitchell, pay and subsistence	25 00
Joseph Martin, pay and subsistence	40 00
Robert McCormell, pay and subsistence	30 00
John McFarlane, pay and subsistence	40 00
Caniel McNeil, pay and subsistence	2,687 42
Jos. J. Maxwell, pay and subsistence	4,443 68
William McGee, pay and subsistence	150 00
John McKeel, pay and subsistence	47 80
E. McCarty, pay and subsistence	100 00
James McGlanghon, pay and subsistence, \$20; contingent prior to 1824, \$15.53	35 53
D. McKinzie, pay and subsistence	113 60
James McLacklin, pay and subsistence	180 00
Thomas McNier, pay and subsistence	64 00
William Mayo, pay and subsistence	60 00
William H. Mann, pay and subsistence	32
Nathaniel Mitchell pay and subsistence	120 00
John McAlister, pay and subsistence	60 00
Samuel J. Morrill, pay and subsistence	240 00
P. Muhlenburg, pay and subsistence	79 72
Richard Mulford, pay and subsistence	17 91
Lee Massey, pay and subsistence	450 00
Henry Molier, pay and subsistence	3,000 00
John H. Martin, pay and subsistence	20 00
William Maffit, pay and subsistence	39 00
John R. Maddison, pay and subsistence, \$371.50; contingent prior to 1824, \$162.98	534 48
Wm. McIntosh, pay and subsistence	991 03
T. W. Magruder, pay and subsistence	1,564 96
R. Mayrant, pay and subsistence	495 00
T. McClure, pay and subsistence	46 82
M. Middleton, pay and subsistence	14 14
Samuel Maffit, pay and subsistence	6,038 71
Charles E. McGee, pay and subsistence	392 00
William Mosher, pay and subsistence	100 00
William Mackerney, pay and subsistence, \$422; contingent prior to 1824, \$35.80	457 80
H. Macgrath, pay and subsistence	7,261 28
S. D. McKnight, pay and subsistence \$476.50; contingent prior to 1824, \$21	497 50
Robert Miller, medicines and hospital stores	135 98
P. Magruder & W. Lindsay, purchase of timber	2,906 31
Joseph Middleton, pay and subsistence	309 92
James A. Mortimer, pay and subsistence	186 00
Robert Mitchell, pay and subsistence	220 00
Robert Mercer, pay and subsistence	73 33
Marks & Rosevelt, pay and subsistence	13,532 12
T. C. Magruder, pay and subsistence	367 55
W. N. Monteath, pay and subsistence, \$293.18; contingent prior to 1824, \$302.32	595 50
John Moore, navy yards	10

John Mott, pay and subsistence.....	\$104 72
John McKnight, pay and subsistence.....	28 20
K. McKinzie, contingent prior to 1824.....	22 28
J. Morrison, pay and subsistence.....	73 49
G. H. Marcellen, pay and subsistence.....	91 83
John Mitchell, contingent prior to 1824.....	30 00
C. W. Minchin, pay and subsistence.....	40 00
A. M. Murray, contingent prior to 1824.....	64 40
J. Moralis, pay and subsistence.....	110 97
W. McKenney, provisions.....	3,947 87
P. Minchin, clothing marine corps.....	500 00
D. Manson, contingent prior to 1824.....	50 00
N. L. Montgomery, pay and subsistence, \$27.22; contingent prior to 1824, \$34.05.....	61 27
C. Moore, medicines and hospital stores, \$127.12; contingent 1824, \$44.38.....	171 50
M. P. Mix, pay and subsistence.....	776 22
Charles Neale, pay and subsistence.....	1 15
J. B. Neale, pay and subsistence.....	38 00
H. Neale, pay and subsistence.....	200 67
Joseph Noyes, pay and subsistence.....	40 00
Joseph S. Nelson, pay and subsistence.....	4 88
Thomas Nicholls, contingent prior to 1824.....	65 91
John B. Nicholson, pay and subsistence, \$2,036.03; contingent prior to 1824, \$1,259.47.....	3,295 50
James J. Nicholson, pay and subsistence, \$38.35; contingent prior to 1824, \$100.00.....	138 35
E. Norton, contingent prior to 1824.....	348 27
E. B. Newton, contingent prior to 1824.....	50 00
W. Nicholls, pay and subsistence.....	1,965 39
George North, pay and subsistence.....	40 98
W. Nicolson, contingent prior to 1824.....	55 65
W. Newcomb, pay and subsistence, \$174.66; contingent prior to 1824, \$23.50.....	198 16
Joseph Nicholson, pay and contingent, \$3,207.73; contingent prior to 1824, \$47.50.....	3,255 23
James Nicholson, pay and subsistence.....	557 75
D. S. Nichols, pay and subsistence, \$40.00; contingent prior to 1824, \$100.00.....	140 00
P. S. Ogilvie, pay and subsistence.....	1,445 81
Joshua Orm, pay and subsistence.....	14 36
John O'Neale, pay and subsistence.....	43 97
James Ord, pay and subsistence.....	40 00
W. A. Ogden, pay and subsistence.....	60 00
N. O'Connor, pay and subsistence.....	160 00
James R. Owen, pay and subsistence, \$47.37; contingent prior to 1824, \$43.60.....	90 97
Ormsby & Doan, contingent prior to 1824.....	286 69
H. Olcott, pay, &c., marine corps.....	406 49
W. Odenheimer, contingent prior to 1824.....	100 00
George Price, pay and subsistence.....	688 94
John Parker, pay and subsistence.....	209 49
George Pearce, pay and subsistence.....	2,815 69
B. H. Phillips, pay and subsistence.....	1,503 68
S. Potter, pay and subsistence.....	420 00
S. & W. Y. Purviance & Co., pay and subsistence.....	965 99
Jeremiah Peck, pay and subsistence.....	56 00
Loring Peepoon, pay and subsistence.....	200 00
W. C. Pierpont, pay and subsistence.....	552 00
William Peters, pay and subsistence.....	1,584 71
Samuel Pearce, pay and subsistence.....	198 00
William P. Potts, pay and subsistence.....	50 00
C. R. Perry, pay and subsistence, \$435.09; contingent prior to 1824, \$100.00.....	535 09
A. Phillips, pay and subsistence.....	60 00
John Phillips, pay and subsistence.....	21 88
William Petty, pay and subsistence.....	73 24
T. H. Pinckney, pay, &c., marine corps.....	198 88
T. G. Peachy, pay and subsistence.....	2 99
W. H. Potter, pay and subsistence.....	661 00
W. H. Pemock, contingent prior to 1824.....	92 51
E. Proble, contingent prior to 1824.....	15 00
T. D. Price, pay and subsistence.....	60 00
Pearson & Brown, pay and subsistence.....	8,032 03
Charles R. Porter, pay, &c., marine corps.....	300 00
Benjamin Pinder, contingent prior to 1824.....	300 00
James Roberts, pay and subsistence.....	5 66
George Painter, pay and subsistence.....	18 20
S. Proctor, pay and subsistence.....	79 88
W. W. Page, pay and subsistence.....	28 30
John Pettigrew, pay and subsistence, \$1,079.50; contingent prior to 1824, \$100.00.....	1,179 50
G. Pureel, contingent prior to 1824.....	15 00
M. Phillips, pay and subsistence, \$45.00; contingent 1824, \$20.00.....	65 00
W. Pluright, pay and subsistence.....	419 50
W. H. Parrott, pay and subsistence.....	157 57
E. G. Parrott, pay and subsistence.....	10
Robert Pottenger, pay and subsistence.....	4,676 96
James A. Perry, pay and subsistence.....	60 00

G. C. Quackenbos, pay and subsistence.....	85 00
John F. Randolph, pay and subsistence.....	289 37
James Rand, pay and subsistence.....	25
R. D. Reeder, pay and subsistence.....	5 07
T. Reagan, pay and subsistence.....	8,000 00
John Runchy, pay and subsistence.....	282 20
John Robertson, pay and subsistence.....	30 56
H. J. Reed, pay and subsistence, \$5,273.71; contingent prior to 1824, \$450; repairs, \$2,500	8,223 71
John Rodgers, pay and subsistence.....	120 00
M. Reynolds, pay, &c., marine corps.....	2,167 48
Joseph G. Roberts, pay and subsistence.....	130 00
R. Rogerson, pay and subsistence.....	100 00
W. B. Randolph, pay and subsistence.....	140 00
John B. Rousseau, contingent prior to 1824.....	70 00
Charles Robinson, pay and subsistence.....	131 96
Thomas Rogerson, pay and subsistence.....	50 00
John Read, contingent prior to 1824.....	120 00
James Reilly, pay and subsistence.....	1,013 94
N. W. Rotliwell, pay and subsistence, \$9,908.73; pay, &c., marine corps, \$1,621.13; provisions, \$7,241.82; barges, \$5,000.....	23,771 68
C. S. Rogers, pay and subsistence.....	162 63
C. C. Russell, pay and subsistence.....	6 33
N. J. Rosevelt, repairs.....	21,831 39
Mathew Rogers, contingent prior to 1824.....	52 00
Benjamin F. Reed, pay and subsistence, \$15,557.73; contingent prior to 1824, \$384.32....	15,942 05
John W. Rinald, pay and subsistence.....	169 98
John Rodney, pay and subsistence.....	9 33
Robert C. Rossetter, pay and subsistence.....	77 85
Thos. M. Randolph, pay and subsistence.....	50 00
John Robertson, pay and subsistence.....	286 00
Thomas Rutter, contingent prior to 1824.....	20 00
S. M. Rogers, pay &c., marine corps.....	136 97
Patrick Sim, pay and subsistence.....	328 33
Samuel Stubbs, pay and subsistence.....	38 00
Joseph Strout, pay and subsistence.....	6 25
William Slater, pay and subsistence.....	40 00
Richard Sommers, pay and subsistence.....	413 31
John Sisco, pay and subsistence.....	20 00
Richard B. Servant, pay and subsistence.....	16 54
John Smith, pay and subsistence.....	5,461 01
Joseph Sanders, pay and subsistence.....	1,048 84
James Swann, pay and subsistence.....	60 00
John Shattuck, pay and subsistence.....	680 00
Nathaniel Stoier, pay and subsistence.....	80 00
Thomas Stratton, pay and subsistence.....	33 38
William Sim, pay and subsistence.....	223 68
H. Steel, pay and subsistence.....	88 00
Joseph G. L. Smith, pay and subsistence.....	38 00
P. P. Schuyler, pay and subsistence.....	142 38
L. W. Stith, pay and subsistence.....	600 34
George S. Sontang, pay and subsistence.....	185 76
James Stewart, pay and subsistence.....	57 00
N. R. Smith, pay and subsistence.....	130 00
Joseph H. Spicknal, pay and subsistence.....	60 00
Josiah Shaw, pay and subsistence.....	100 00
William Sanford, contingent prior to 1824, \$810; navy yards, \$750.....	1,560 00
St. John Stith, pay and subsistence.....	80 00
C. F. Sherburne, pay and subsistence.....	23 01
John R. Scourse, pay and subsistence.....	20 00
Joseph E. Smith, pay and subsistence.....	88 00
Sully & Smith, purchase of timber.....	902 04
Samuel Stiness, pay and subsistence.....	80 00
Horace Smith, pay and subsistence.....	02
Joseph Shepherd, pay and subsistence.....	30 00
Charles Smith, pay and subsistence.....	92 49
T. H. Storm, pay and subsistence.....	543 00
Thomas Smallpiece, pay and subsistence.....	243 07
E. Shaler, pay and subsistence.....	58 39
J. B. Sigourney, pay and subsistence.....	1,093 33
E. Salomon, pay and subsistence.....	1,080 76
C. L. Sacket, pay and subsistence.....	388 00
Joseph Stephens, pay and subsistence.....	11,371 45
A. A. Sheed, contingent prior to 1824.....	709 60
J. T. Shubrick, pay and subsistence \$708; contingent prior to 1824, \$75.....	783 00
John B. Shute, pay and subsistence.....	60 00
James Spaulding, pay and subsistence.....	90 27
William Steele, pay and subsistence, \$26.05; contingent prior to 1824, \$8.95.....	35 00
N. Sutton, pay and subsistence.....	100 00
James Saunders, pay and subsistence.....	648 50

R. L. Snelson, pay and subsistence, \$115.99; contingent prior to 1824, \$60.	\$175 99
John R. Shaw, pay and subsistence	3,722 44
William Smith & Co., pay and subsistence	242 56
John Stewart, pay and subsistence	120 00
Thomas Shubrick, pay and subsistence	17,000 00
H. Savage, pay and subsistence	44 00
J. M. Speake, pay and subsistence	80 03
John Sprigg, pay and subsistence	9 45
J. G. Smith, pay and subsistence	131 40
William Strong, contingent prior to 1824	185 95
Isaac Sharp, pay and subsistence	19 11
John D. Sears, pay and subsistence	19 19
Thomas R. Smith, contingent prior to 1824	52 48
Wm. G. Stewart, pay and subsistence	57 70
J. P. Sawyer, pay and subsistence	188 16
H. C. Sweeney, pay and subsistence, \$154.90; contingent prior to 1824, \$160.	314 90
W. A. Spencer, pay and subsistence	169 00
Thomas Shields, pay and subsistence	98,471 30
John K. Smith, pay and subsistence, \$25,388.76; contingent prior to 1824, \$81,780.87; sulphur and saltpetre, \$1,000; increase, \$200; pay, &c., marine corps, \$8,840.27; medicines and hospital stores, \$19,688.32; provisions, \$145,960.39.	282,858 61
C. W. Stephens, pay and subsistence	2 52
John H. Sherburne, pay and subsistence, \$160; provisions, \$350	510 00
D. Stafford, increase	7 13
F. W. Smith, pay and subsistence	167 85
A. Sterrett, pay and subsistence	48 59
W. D. Salter, pay and subsistence	86 53
P. Taylor, pay and subsistence	6 42
W. Turner, pay and subsistence	60 92
T. Truxton, pay and subsistence	16 86
John Town, pay and subsistence	70 00
Samuel Turner, pay and subsistence	125 55
William L. Travers, pay and subsistence	110 00
Robert Thompson, pay and subsistence, \$520; contingent prior to 1824, \$150	670 00
Samuel Truit, pay and subsistence	38 00
Thomas Thomas, pay and subsistence	38 00
Tobias Tyler, pay and subsistence	60 00
George Thomas, pay and subsistence	25 00
George Tomlin, pay and subsistence	71 56
William Thompson, pay and subsistence	50 00
F. Taylor, pay and subsistence	45 00
John Taylor, pay and subsistence	26 36
T. G. Tillinghast, pay and subsistence	389 46
John Trumbull, pay and subsistence	246 37
P. H. Topham, pay and subsistence	562 00
Samuel Thiving, contingent prior to 1824	68 00
Benjamin Trevitt, pay and subsistence, \$100; contingent prior to 1824, \$141	241 00
Joseph Taylor, pay and subsistence	781 75
George C. Tucker, pay and subsistence, \$78; contingent prior to 1824, \$54	132 00
James Taylor, contingent prior to 1824	150 99
J. H. Townley, pay and subsistence	22 22
J. Tootell, pay and subsistence	34 50
Joseph Thompson, pay and subsistence	33 76
F. Tuscan, pay and subsistence	48 00
William Tyler, pay and subsistence	90 00
J. B. Taylor, contingent prior to 1824	93 23
John Teackle, pay and subsistence	257 85
Ed. Tilley, pay and subsistence	54 94
T. B. Tilden, pay and subsistence	12 62
D. Taylor, pay and subsistence	31 89
Henry Tew, jr., pay and subsistence	1,918 95
Ira Titus, pay and subsistence	476 21
John Trippe, pay and subsistence	4,124 33
H. E. Turner, contingent prior to 1824	20 00
Timpleman & McCarty, pay and subsistence	777 24
H. J. Tudor, contingent prior to 1824	400 00
E. W. Turner, pay and subsistence	485 19
Herman Thorn, pay and subsistence	1,591 07
Robert Taylor, pay and subsistence	13 11
R. T. Timberlake, pay and subsistence	473 92
Robert S. Thorne, pay and subsistence	123 62
W. Van Ranseller, pay and subsistence	181 57
H. Van Dyke, pay and subsistence	238 46
Ira Vanzant, pay and subsistence	25 00
S. Van Schaick, pay and subsistence	86 40
J. P. Van Ness, repairs	2,500 00
J. Vooshell, pay and subsistence	40 00
J. M. de Yznardi, pay and subsistence	5,039 93

Benja. Yancey, pay and subsistence.....	\$27 40
Charles Yates, pay and subsistence, \$33.90; contingent prior to 1824, \$79.23	113 13
John Young, pay and subsistence.....	226 13
Edward L. Young, contingent prior to 1824, \$50.00; survey of ports of North Carolina, \$100	150 00
H. D. Zantzing, survey of coast of North Carolina	10 00
Henry Verner, contingent prior to 1824.....	30 00
George Van Cleave, pay and subsistence, \$255.00; contingent prior to 1824, \$367.79.....	622 79
Richard Usher, pay and subsistence.....	4 65
John L. Vining, pay and subsistence	1 00
W. R. Woodyear, pay and subsistence.....	1 03
James Weaver, pay and subsistence.....	63 00
Bazil Wood, pay and subsistence	116 81
Eli Willis, pay and subsistence.....	54 00
David Wark, pay and subsistence.....	40 00
W. H. Williams, pay and subsistence.....	76 00
Samuel C. Ward, pay and subsistence.....	26 76
John Warner, pay and subsistence.....	300 00
Charles Wheelock, pay and subsistence.....	9,923 46
James Watson, pay and subsistence.....	50 00
Charles Walsh, pay and subsistence.....	48 41
John Williams, pay &c., marine corps, \$6,188.31; quartermaster's stores, marine corps, \$500	6,688 31
William Walker, pay and subsistence	31 60
Horace Walpole, pay and subsistence	1,837 72
John Wailes, pay and subsistence.....	60 00
T. H. Wilkinson, pay and subsistence	60 00
George Watts, pay and subsistence.....	80 00
Williams & Carroll, provisions	4,776 78
John W. Wendall, pay and subsistence, \$100; contingent prior to 1824, \$40.....	140 00
Robert Ward, pay and subsistence.....	59 91
Job West, pay and subsistence.....	452 40
John Williams, pay and subsistence	322 00
Joseph E. White, pay and subsistence.....	25 00
Benjamin Welds, pay and subsistence	462 00
Erasmus Watkins, pay and subsistence, \$38.00; contingent prior to 1824, \$5.70	43 70
Henry Wells, pay and subsistence.....	137 99
F. B. White, pay &c., marine corps.....	445 02
Walter Winter, pay and subsistence	489 00
O. W. W. Wood, pay and subsistence, \$23.67; contingent prior to 1824, \$63.85.....	87 52
W. Widgeon, pay and subsistence	25 00
Thomas Williams, pay and subsistence	81 70
Minor Winn, pay and subsistence.....	40 00
Thomas Waine, pay and subsistence	77 91
C. Whittle, pay and subsistence.....	53 56
John Wolfenden, pay and subsistence.....	432 00
James R. Wilson, pay and subsistence	200 00
Joseph Woodson, quartermaster's stores, marine corps.....	546 11
George S. Wise, rewarding officers, &c., of Wasp and Constellation	1,730 78
B. F. Williams, pay and subsistence.....	35 00
K. Walsh, pay and subsistence.....	27 20
Abm. Wetmer, pay and subsistence.....	49 16
S. E. Willet, pay and subsistence.....	144 29
Godfrey Wood, pay and subsistence.....	51 63
B. S. Williams, pay and subsistence.....	250 00
Henry Ward, pay and subsistence.....	217 15
Mason Wilson, pay and subsistence.....	53 98
G. F. Weaver, pay and subsistence.....	4 32
J. B. Winn, prohibition of slave trade.....	412 72
J. T. Wallace, pay and subsistence.....	10 00

Recapitulation of balances due more than three years from persons who have no credits.

APPROPRIATIONS.

Pay and subsistence.....	\$725,124 99
Contingent prior to 1824.....	134,850 52
Provisions	265,472 10
Medicines and hospital stores.....	26,913 57
Repairs.....	70,584 64
Ordnance.....	5,414 56
Navy yards.....	19,951 29
Pay, &c., marine corps.....	52,287 47
Military stores, marine corps.....	698 00
Hospital, marine corps	1,124 70
Quartermaster's stores, marine corps.....	5,380 90
Vessels on Lake Ontario, &c.....	4,170 16
Purchase of captured vessels.....	7,660 00
Clothing, marine corps	738 71
Prohibition of slave trade.....	1,916 33
Contingent for 1826.....	149 93

Purchase of timber.....	\$19,503 58
Contingent marine corps.....	1,955 06
Increase.....	6,924 04
Contingent for 1824.....	139 38
Survey of coasts and harbors.....	146 22
Survey of coast of North Carolina.....	40 00
Rewarding officers and crew of two boats under F. H. Gregory.....	3,000 00
Seventy-fours and frigates.....	460 30
Barges.....	5,000 00
Sulphur and saltpetre.....	1,000 00
Survey of ports of North Carolina.....	100 00
Rewarding officers, &c., of Wasp and Constellation.....	1,730 78
Total	<u>\$1,362,437 23</u>

TREASURY DEPARTMENT, *Fourth Auditor's Office, 1st November, 1830.*

B.

Abstract of balance due less than three years.

APPROPRIATIONS.

C. M. Armstrong, contingent for 1825.....	\$18 85
Hyde Ray, medicines and hospital stores.....	208 34
Tobias Watkins, pay and subsistence, \$2,672; arrearages \$4,049.50.....	
President Branch Bank, United States, Portsmouth, navy pension fund, \$350; privateer pension fund, \$571.52.....	
President Branch Bank, United States, Boston, navy pension fund, \$2,582.44; privateer pension fund, \$1,950.88.....	
President Branch Bank, United States, Baltimore, navy pension fund, \$1,963.38; privateer pension fund, \$233.43.....	
President Branch Bank, United States, Washington, navy pension fund, \$621.80; privateer pension fund, \$137.50.....	
President Farmers' Bank, New Castle, navy pension fund.....	48 00
President Branch Bank, United States, Charleston, navy pension fund.....	486 16
President Branch Bank, United States, Savannah, navy pension fund.....	240 00
President Branch Bank, United States, Cincinnati, navy pension fund.....	100 39
President Branch Bank, United States, Hartford, navy pension fund.....	396 00
President Branch Bank, United States, Lexington, navy pension fund.....	590 00
President Branch Bank, United States, Norfolk, navy pension fund.....	1,003 85
President Branch Bank, United States, Portland,* navy pension fund.....	78 00
President Branch Bank, United States, Providence, navy pension fund, \$518.06; privateer pension fund, \$33.62.....	
President Branch Bank, United States, New York, navy pension fund, \$3,041.73; privateer pension fund, \$235.34.....	72 87
B. Homans, navy pension fund.....	
President Bank of the United States, navy pension fund, \$255.71; privateer pension fund, \$234.34.....	
F. Saunderson, pay and subsistence, \$217; provisions, \$23; contingent, 1830, \$100.....	
T. Mason, improvement of navy.....	375 00
C. Haire, improvement of navy.....	181 46
A. R. Talfierro, contingent, 1829.....	2 10
Alexander Claxton, pay and subsistence, \$750; contingent, 1829, \$100.....	
A. H. Campbell, pay and subsistence.....	961 64
J. W. Marshall, contingent, 1826.....	2 60
Waters Smith, reimbursement of marshal of Florida.....	1,579 51
T. Newton, navy hospitals.....	9,000 00
T. Fillebrown, navy hospitals.....	2,063 38
T. T. Wyman, contingent, 1825.....	13 71
R. H. Morris, contingent, 1825.....	18 28
A. H. Edwards, contingent, 1825.....	18 00
W. Smith, contingent, 1825.....	6 28
R. G. Robb, contingent, 1825.....	6 00
E. N. Cox and Montandevort, rewarding officers of Hornet, \$872.56; rewarding Capt. Elliot, \$3,633.28.....	
J. V. Smith, pay and subsistence.....	50 00
W. D. Salter, pay and subsistence.....	86 53
J. K. Schenck, pay and subsistence.....	62
R. Deacon, pay and subsistence.....	5 04
J. Clementson, pay and subsistence.....	75 00
R. H. L. Patterson, pay and subsistence.....	17 50
W. H. Fendleton, pay and subsistence.....	03
R. Semmes, pay and subsistence.....	131 33

* The President of the Branch Bank United States, at Portland, is credited with the sum of \$200, under the head of privateer pension fund.

W. P. Piercy, pay and subsistence.....	\$13 22
F. Huger, pay and subsistence, \$41.20; contingent, 1830, \$70	111 20
W. A. Spencer, pay and subsistence.....	169 00
T. R. Gedney, pay and subsistence.....	1,638 32
C. M. Cloud, pay and subsistence.....	15 55
Theo. Hunt, pay and subsistence.....	515 83
W. H. Peter, pay and subsistence.....	6 87
C. S. Ridgely, pay and subsistence.....	7 62
P. L. Gansevoort, pay and subsistence, \$57; provisions, \$23; contingent 1830, \$100.....	
G. A. Prentiss, pay and subsistence.....	41 40
R. Patton, pay and subsistence, \$57; provisions, \$23; contingent 1830, \$100	
T. A. Budd, pay and subsistence, \$57; provisions, \$23; contingent 1830, \$100	
B. Kennon, pay and subsistence.....	57 00
S. Humphreys, pay and subsistence, \$291.70; provisions, \$29.50; contingent 1830, \$300 ..	
A. A. Holcomb, pay and subsistence, \$75.70; provisions, \$30; contingent 1830, \$300	
F. B. Renshaw, pay and subsistence, \$75.70; provisions, \$30; contingent 1830, \$300	
J. P. Gillis, pay and subsistence.....	9 26
Joshua Humphreys, pay and subsistence.....	62
J. B. Meigs, pay and subsistence.....	8 37
M. Stokes, pay and subsistence.....	8 78
J. Mayo, pay and subsistence.....	34 76
J. S. Cosby, pay and subsistence.....	76 00
E. T. Doughty, pay and subsistence.....	12 00
G. N. Haskins, pay and subsistence.....	32 05
M. Smith, pay and subsistence.....	22 97
D. G. Woodbridge, pay and subsistence.....	35 33
K. Johns, pay and subsistence.....	70 53
L. Ogden, pay and subsistence.....	50 00
R. A. Jones, pay and subsistence.....	70 32
John Homans, pay and subsistence.....	593 50
W. K. Latimer, pay and subsistence.....	684 51
W. Plumstead, pay and subsistence, \$143.40; contingent 1826, \$2.60.....	
W. C. Farrar, pay and subsistence, \$49.25; contingent 1830, \$68.40	
D. S. Dexter, pay and subsistence.....	4,489 43
M. Morgan, pay and subsistence, \$442; provisions, \$23; contingent 1830, \$100.....	
J. T. Wallace, pay and subsistence.....	10 00
C. A. Thompson, pay and subsistence.....	68 42
W. W. Hunter, pay and subsistence.....	114 25
V. McCracken, pay and subsistence.....	9 62
R. T. Timberlake, pay and subsistence.....	473 92
J. H. Bell, pay and subsistence.....	19 33
A. Glennie & Son, pay and subsistence.....	6,448 54
S. E. Munn, pay and subsistence, \$137; provisions, \$23; contingent 1829, \$28.50; contin- gent 1830, \$100.....	
C. W. Chauncey, pay and subsistence.....	158 62
J. F. Brooks, pay and subsistence.....	15 99
J. S. Sterrett, pay and subsistence, \$290; provisions, \$30; contingent 1830, \$5.70.....	
S. D. Heap, pay and subsistence.....	1,049 94
Jeremiah Brown, pay and subsistence, \$1,919.02; provisions, \$338.65.....	
J. E. Bispham, pay and subsistence.....	240 00
J. H. Little, pay and subsistence.....	200 00
Joseph Kerr, provisions, \$3,110; contingent prior to 1824, \$903.81.....	
C. B. Thompson, pay and subsistence, \$200; contingent 1828, \$81.30	
John L. Ball, pay and subsistence.....	5 19
C. S. Stewart, pay and subsistence.....	150 00
Nathaniel Adams, pay and subsistence.....	78 31
J. A. Belsches, pay and subsistence, \$188.74; contingent prior to 1824, \$148.58.....	
M. P. Mix, pay and subsistence.....	776 22
F. B. Gamble, pay and subsistence, \$197.97; contingent 1824, \$200.....	
R. S. Pinckney, pay and subsistence.....	45 00
J. B. Lardner, pay and subsistence, \$1.89; medicines, hospital stores, &c., \$14.32; contin- gent 1828, \$50.55.....	
A. S. Kuhn, pay and subsistence.....	27 80
W. Burrows, pay and subsistence.....	114 46
A. E. Kennedy, pay and subsistence, \$223.67; provisions, \$23; contingent 1830, \$100	
J. D. Sloat, pay and subsistence.....	478 79
C. Gauntt, contingent 1828, \$194; contingent 1827, \$88	
J. W. Grier, contingent 1828.....	5 25
W. C. Griffin, contingent 1828.....	1 80
A. M. Henderson, contingent 1828, \$1.05; contingent 1829, \$35	
C. Henderson, contingent 1828.....	20
F. Smith, contingent 1828.....	13 00
W. T. Muse, contingent 1828.....	30
J. M. Lockert, contingent 1828.....	1 65
B. P. Kissam, medicines, hospital stores, &c., \$11.73; contingent 1828, \$17.....	
H. N. Glentworth, contingent 1828.....	6 00
Joseph B. Hall, contingent, 1828.....	81 75
M. F. Maury, contingent, 1826.....	2 60
William B. Finch, contingent, 1826.....	400 00

H. R. Thatcher, contingent, 1829, \$31.50; contingent, 1826, \$31.50.....	
A. J. D. Brown, contingent, 1829.....	\$200 00
J. H. Harker, contingent, 1829.....	31 05
H. H. Waters, contingent, 1829.....	42 15
H. D. Scott, 1829.....	200 00
S. Gordon, contingent, 1829.....	25 05
A. F. Porter, contingent prior to 1824.....	50 00
Lott Carey, slave trade.....	583 25
S. Bacon, slave trade.....	1,386 94
J. B. Winn, slave trade.....	412 72
R. Gardner, provisions, \$16,480; contingent prior to 1824, \$2,000.....	
T. S. Blodgett, contingent prior to 1824.....	12 89
J. W. Hunter, contingent, 1825.....	28 52
T. Tingey, navy yards, \$2,000; improvement of navy, \$4,500.....	
W. Barton, increase.....	100 00
S. M. Rogers, pay marine corps.....	136 97
R. D. Wainwright, pay marine corps.....	116 84
H. W. Fowler, pay marine corps.....	21 40
A. C. McLean, pay marine corps.....	18 30
S. E. Watson, pay marine corps.....	27 45
C. R. Broom, pay marine corps.....	32 10
L. Twigg, pay marine corps.....	32 10
T. A. Linton, pay marine corps.....	76 52
R. C. Auchmuty, pay marine corps.....	36 60
W. Dulaney, pay marine corps.....	32 10
T. S. English, pay marine corps.....	27 45
C. Grymes, pay marine corps.....	13 65
A. Ross, pay marine corps.....	36 60
C. F. Sperling, pay marine corps.....	32 10
J. G. Williams, pay marine corps.....	27 45
A. Edson, pay marine corps.....	32 10
G. W. Walker, pay marine corps.....	13 15
A. N. Brevoort, pay marine corps.....	32 10
H. N. Crabb, pay marine corps.....	39 24
F. H. Hall, pay marine corps.....	18 30
C. Smith, pay marine corps.....	47 84
J. W. Schaumburg, pay marine corps.....	18 30
T. Lee, pay marine corps.....	18 30
T. L. C. Watkins, pay marine corps.....	15 30
G. F. Lindsay, pay marine corps.....	78 48
Buller Coker, pay and subsistence, \$9,931.59; repairs, \$102.74; rewarding officers and crew Wasp, \$174.14.....	
C. Prior, contingent, 1830.....	68 40
R. D. Moore, contingent, 1830.....	68 10
W. F. Grymes, medicines and hospital stores.....	13 25
H. Moore, medicines and hospital stores.....	6 18
*R. F. Stockton, survey of Savannah.....	486 44
John Harris, clothing marine corps.....	957 78
J. K. Mitchell, contingent, 1830.....	68 40
C. C. Tupper, pay marine corps.....	63 50
J. Morrison, provisions.....	690 87
T. S. Cunningham, contingent, 1825, \$200; contingent, 1827, \$400.....	
C. Hay, contingent, 1827.....	100 00
E. L. Dubarry, contingent, 1827.....	13 00
W. Draper, slave trade.....	1,475 07
G. Sullivan, contingent, 1827.....	200 00
C. B. Childs, contingent, 1827.....	68 40
R. E. Hooe, contingent, 1827.....	4 20
J. W. Peaco, slave trade.....	2,252 23
John E. Holt, contingent, 1829.....	68 40
John L. Ring, contingent, 1830.....	68 40
H. H. Hobbs, contingent, 1830.....	68 40
J. R. Chandler, contingent 1830.....	68 40
M. H. Smith, contingent 1830.....	129 45
J. Butterfield, repairs of sloops-of-war.....	2,966 00
W. L. Gordon, contingent 1830.....	28 20
J. S. Ellis, contingent 1830.....	100 00
Symonds & Cook, repairs of sloops-of-war.....	150 34
Smith & Co., repairs of sloops-of-war.....	5,227 57
Fry & Co., repairs of sloops-of-war.....	2,687 04
F. White, repairs of sloops-of-war.....	456 38
White & Hungerford, repairs of sloops-of-war.....	800 25
Dennison & Symonds, repairs of sloops-of-war.....	246 25
J. Dennison, repairs of sloops-of-war.....	794 34
Ely & Vang, repairs of sloops-of-war.....	1,484 00
Henry & Ely, repairs of sloops-of-war.....	2,839 48

* R. F. Stockton is credited with \$89.25, under the head of pay and subsistence.

B. Bingham, repairs of sloops-of-war.....	\$251 83
Cummings & Dennison, repairs of sloops-of-war.....	405 00
E. L. Clark, repairs of sloops-of-war.....	4,350 00
Lawrence & Co., repairs of sloops-of-war.....	2,651 62
Parsons & Co., repairs of sloops-of-war.....	773 77
Hooker & Co., repairs of sloops-of-war.....	782 25
Hall & Co., repairs of sloops-of-war.....	1,431 67
Huguinin & Co., repairs of sloops-of-war.....	353 34
Bronson & Co., repairs of sloops-of-war.....	180 00
John Randolph, contingent 1830.....	149 47
W. H. Brown, contingent 1830.....	3 30

Recapitulation of balances due less than three years.

APPROPRIATIONS.		Dr.
Pay and subsistence.....	\$37,750 65	
Provisions.....	20,900 02	
Medicines and hospital stores.....	253 82	
Contingent for 1825.....	309 64	
Contingent prior to 1824.....	3,015 28	
Contingent for 1824.....	200 00	
Contingent for 1826.....	439 30	
Contingent for 1827.....	873 60	
Contingent for 1828.....	453 85	
Contingent for 1829.....	762 75	
Navy pension fund.....	12,348 35	
Privateer pension fund.....	3,396 63	
Navy hospitals.....	11,063 38	
Improvement of navy.....	5,056 46	
Navy yards.....	2,000 00	
Arrearages.....	4,049 50	
Reimbursement of marshal of Florida.....	1,579 51	
Rewarding officers of the Hornet.....	872 56	
Rewarding Captain Elliot.....	3,633 28	
Slave trade.....	6,110 21	
Increase.....	100 00	
Repairs.....	102 72	
Rewarding officers and crew of the Wasp.....	174 14	
Survey of Savannah.....	486 44	
Pay, &c., marine corps.....	1,044 24	
Clothing marine corps.....	957 78	
Repairs of sloops-of-war.....	28,931 08	
Contingent 1830.....	2,564 62	
Total debits.....	\$179,427 81	
		Cr.
Pay and subsistence.....	\$89 25	
Privateer pension fund.....	200 00	
Total credits.....	\$289 25	

C.

Abstract of accounts that cannot be closed without further appropriations or authority to transfer.

APPROPRIATIONS.		Dr.
George Wade, pay and subsistence.....	\$187 90	
S. Wilkinson, pay and subsistence.....	306 28	
L. Deblois, pay and subsistence, \$9,248.49; navy yards, \$250.88; provisions, \$247.68; seventy-fours and frigates, \$18,149.75; repairs, \$1,464.17.....	29,360 97	
E. Barnwell, pay and subsistence.....	1,258 79	
George Beale, sr., provisions.....	210 00	
S. H. Babbit, pay and subsistence.....	5,296 06	
T. Crabb, contingent for 1824.....	34 35	
D. Higginbotham, pay and subsistence, \$168.31; contingent prior to 1824, \$30.....	198 61	
A. F. Hanlon, pay and subsistence.....	2,789 28	
John Chalmers, contingent prior to 1824, \$247.99; ordnance, \$95.48; navy yards, \$283.07; provisions, \$26.04; ten sloops, \$1,576.47; seventy-fours and frigates, \$2,514.43.....	4,743 48	
George Parker, pay and subsistence.....	1,536 92	
L. B. Page, pay and subsistence.....	635 56	
W. C. Green, contingent prior to 1824.....	3 00	
John Harrison, pay and subsistence.....	66 67	
F. B. Gamble, pay and subsistence.....	101 38	
O. L. Chevalier, contingent prior to 1824.....	18 75	
Jos. H. Hawkins, ordnance, \$322.66; provisions, \$27,623.11.....	27,945 77	

William Stewart, pay and subsistence, \$3,259.03; provisions, \$580.15.....	\$3,839 18
R. Swartwout, ordnance, \$5,060.47; shot and shells, \$53,500; repairs, \$99,955.55.....	118,515 92
F. S. Beattie, contingent prior to 1824.....	50 00
S. G. Blodgett, pay and subsistence.....	216 14
James H. Clinton, contingent prior to 1824.....	28 00
G. Lynch, pay and subsistence.....	1,333 34
J. E. McDonald, pay and subsistence.....	105 42
O. A. Page, pay and subsistence.....	4,813 50
H. B. Rapp, pay and subsistence.....	2,962 08
Jona. Smith, pay and subsistence.....	224 45
W. M. Caldwell, pay and subsistence.....	508 23
J. B. Nevitt, pay and subsistence.....	793 35
James Renshaw, pay and subsistence.....	6,303 68
John Gallagher, pay and subsistence.....	19 98
John Fitzhugh, pay and subsistence.....	943 07
Samuel Angus, pay and subsistence.....	9,840 24
M. C. Atwood, pay and subsistence.....	1,195 56
A. H. M. Conkling, pay and subsistence.....	604 26
D. Geisinger, pay and subsistence, \$432; pay of stations, \$22.18.....	454 18
George S. Wise, pay and subsistence, \$16,274.33; pay of stations, \$117.02; provisions, \$462.37; contingent for 1824, \$3,389.07; increase, \$13,950.89; ordnance, \$230.63; suppression of piracy, \$12.20.....	34,436 51
Joseph Costin, pay and subsistence.....	661 14
J. B. Fanning, pay and subsistence.....	2,325 62
O. S. Paine, contingent for 1824.....	34 35
M. E. Ballard, pay and subsistence.....	3,056 00
J. B. Wilkinson, pay and subsistence, \$52,978.80; pay and stations, \$18,240.47; provisions, \$1,096.23; medicines and hospital stores, \$1,074.57; repairs, \$184.35; contingent for 1824, \$3,101.32; contingent for 1826, \$435.13.....	77,110 87
E. P. Kennedy, pay and subsistence.....	904 00
J. Cassin, pay and subsistence.....	288 00
J. Stansbury, pay and subsistence.....	126 16
J. Wilkinson, pay and subsistence.....	244 00
F. McDonough, pay and subsistence.....	2,902 83
D. Porter, pay and subsistence, \$4,236.78; contingent for 1825, \$5,000.....	9,236 78
J. P. Tuttle, contingent prior to 1824.....	43 00
A. J. Dallas, pay and subsistence.....	2,667 25
John Randall, pay and subsistence, \$48.63; provisions, \$968.48; repairs, \$1,474.74.....	2,491 85
B. V. Hoffman, pay and subsistence.....	1,861 49
R. M. Desha, medicines and hospital stores.....	528 70
E. H. Stewart, pay and subsistence.....	342 17
B. Godwin, pay and subsistence.....	300 43
J. P. Prince, pay and subsistence.....	2,059 54
Thomas Watts, pay and subsistence.....	317 47
Jacob Lewis, pay and subsistence.....	1,549 95
Sol. Rutter, pay and subsistence.....	2,538 00
J. R. Sherwood, pay and subsistence.....	846 80
J. D. Williamson, pay and subsistence.....	56 93
W. M. Clarke, pay and subsistence.....	73 38
C. L. Springer, pay and subsistence.....	912 86
A. B. Lord, pay and subsistence.....	1,756 05
Gen. Drayton, pay and subsistence.....	953 16
J. A. Hambleton, pay and subsistence.....	3,397 96
R. Hamersley, pay and subsistence.....	34 90
Abraham Hosack, pay and subsistence.....	55 76
Otho Norris, pay and subsistence.....	137 12
W. C. Chauncey, pay and subsistence.....	2,594 00
Isaac Hall, pay and subsistence.....	131 78
Joseph H. Terry, pay and subsistence, \$5,266.04; contingent for 1829, \$122.56.....	5,388 60
Jesse D. Elliott, pay and subsistence.....	192 96
E. W. Carpenter, contingent prior to 1824, \$66.75; contingent for 1826, \$100.....	166 75
Josiah Colston, pay and subsistence.....	1,391 38
Lt. Turner, pay and subsistence.....	3,512 00
G. Beale, pay and subsistence.....	3,537 76
Samuel Hambleton, pay and subsistence, \$21,816.04; pay of stations, \$5,261.62; medicines and hospital stores, \$276.39; repairs, \$5,285.03; superintendents, \$4,300; Navy yard, Pensacola, \$3,862.63.....	40,801 71
S. P. Todd, pay and subsistence, \$18,354.35; increase, \$16,799.19; ten sloops, \$25.33; superintendents, \$2,749.98.....	37,928 85
W. P. Zantinger, pay and subsistence.....	8,741 38
J. B. Timberlake, pay and subsistence, \$19,723 20; contingent for 1827, \$500.00.....	20,223 20
W. Sinclair, contingent for 1829, \$298.95; survey of Savannah, \$366.11.....	665 06
N. Amory, pay and subsistence, \$794.66; contingent for 1828, \$56.23.....	850 89
D. M. F. Thornton, pay and subsistence.....	185 18
F. A. Thornton, pay and subsistence, \$718.56; provisions, \$2,806 00.....	3,524 56
J. W. Sherburne, pay of rations.....	542 13
R. Henley, pay and subsistence, \$1,29 93; contingent for 1828, \$27.00; contingent for 1828, not enumerated, \$182.50.....	1,508 43
N. Lyde, pay and subsistence, \$1,677.85; pay of stations, \$1,625.41; increase, \$3,351.62..	6,634 88

John Hall, pay and subsistence.....	\$150 00
James Beatty, pay and subsistence, \$1,481.74; increase, \$2,532.39; contingent for 1826, not enumerated, \$3,617.00; contingent for 1827, not enumerated, \$1,004.02.....	8,635 15
A. P. Darragh, pay and subsistence, \$12,364.65; pay of stations, \$12,690.42; medicines and hospital stores, \$3,945.35; repairs, \$2,186.28; ordnance, \$646.64; increase, \$295.65; contingent for 1825, \$194.00.....	37,322 99
C. G. Ridgley, pay and subsistence, \$5,475.39; contingent for 1829, \$3.10; contingent for 1825, \$500.....	6,978 49
James Brooks, contingent for 1824.....	92 10
W. Sinclair, pay and subsistence, \$4,063.81; contingent for Brandywine, \$485.56.....	4,549 37
Geo. Macdaniel, provisions, \$84,470.95; medicines and hospital stores, \$8,919.13; contingent for 1824, \$39.88; contingent for 1827, \$687.60; improvement of the navy, \$20,888.43; contingent for 1827, not enumerated, \$37.00; arrearages, \$393.98; prohibition of slave trade, \$300.00; breakwater, \$389.35; contingent for 1825, not enumerated, \$114.57; survey of Charleston and St. Mary's, \$706.87; navy pension fund, \$1,248.50.....	118,196 26
T. Winn, pay and subsistence, \$2,373.03; provisions, \$4,486.71; arrears, \$1,524.00; inclined plane, \$5,840.29; ship houses, \$2,900 00.....	17,124 03
Richard McCall, pay and subsistence, \$14,427.87; provisions, \$65,367.66; contingent for 1824, \$408.13; contingent for 1827, \$13,310.49; ordnance, \$287.57.....	93,801 70
J. Watson, pay and subsistence, \$3,205.16; pay of stations, \$1.12; improvement of navy, \$143.66; arrearages, \$183.63.....	3,533 57
C. O. Handy, pay and subsistence, \$33.94; pay of stations, \$142.05; contingent for 1829, \$2.45; navy yards, \$150.00; superintendents, \$671.57.....	1,000 03
J. H. Clark, pay and subsistence, \$2,188.30; contingent for 1827, \$3,636.63.....	5,824 93
G. Thomas, pay and subsistence.....	3,045 00
Miles King, pay and subsistence, \$9,574.74; pay of stations, \$8,653.90; provisions, \$39,322.12; repairs, \$10,167.48; suppression of piracy, \$1,583.88; laborers, \$2,765.79.....	72,067 91
M. Hogan, pay and subsistence, \$630.59; provisions, \$77,639.02; contingent for 1830, \$273.07.....	78,542 68
J. K. Paulding, pay and subsistence.....	4,741 80
J. Garretson, pay and subsistence, \$1,459.39; pay of stations, \$155.48; provisions, \$86.50.....	1,701 37
James Riddle, pay and subsistence.....	4,298 89
T. Ap C. Jones, pay and subsistence.....	2,581 02
Geo. Harrison, provisions, \$1,393.50; medicines and hospitals, \$180.83; repairs, \$3,215.47; contingent for 1829, \$438.17; navy yards, \$2,893.00; increase, \$10,658.86; improvement of navy, \$17,661.22; superintendents, \$512.50; contingent for 1827, not enumerated, \$94.78; navy hospital, \$12,644.87; prohibition of the slave trade, \$150.00.....	49,843 20
W. McMurtrie, pay and subsistence.....	10,719 62
J. P. Henry, pay and subsistence, \$511.08; provisions, \$1,402.25.....	1,913 33
Bank United States, provisions, \$34,206.29; medicines and hospital stores, \$3,831.96; repairs, \$7,419.20.....	95,457 45
R. D. Harris, provisions, \$5,199.25; repairs, 3 cents.....	5,199 28
John Mason, ordnance.....	12,214 19
Isaac Chanucey, pay and subsistence, \$24,011.14; repairs, \$58,740.37; contingent prior to 1824, \$56,904.72; contingent for 1828, \$78.00; improvement of the navy, \$189.00; arrearages, \$183.13.....	140,106 36
Gwinn Harris, pay and subsistence, \$2,242.81; provisions, \$27,655.77; ordnance, \$200.00.....	30,098 58
E. Fitzgerald, pay and subsistence.....	678 23
Joseph Wilson, pay and subsistence.....	5,099 26
William M. Sands, pay and subsistence.....	1,202 50
John De Bree, pay and subsistence.....	241 31
Silas Butler, pay and subsistence.....	515 44
E. N. Cox, pay and subsistence.....	3,520 88
N. H. Perry, pay and subsistence.....	8,221 59
Henry Etting, pay and subsistence.....	361 07
L. Kearney, pay and subsistence.....	64 00
William B. Finch, pay and subsistence, \$3,426.55; medicines and hospital stores, \$83.25; repairs, \$100.00; contingent for 1827, \$91.80; contingent for 1828, \$338.59; contingent for 1829, \$30.75.....	4,070 94
David Conner, pay and subsistence, \$2,744.50; contingent for 1827, \$300.00.....	3,044 50
James Biddle, pay and subsistence, \$15,566.22; contingent for 1827, \$1,948.53.....	15,504 75
Charles Lowndes, contingent prior to 1824.....	17 00
John N. Sherburne, provisions.....	1,568 91
William Pearson, pay and subsistence, \$41.61; contingent prior to 1824, \$69.85.....	111 46
Amos Binney, contingent for 1824, \$6,718.43; ordnance, \$1,249.74; increase, \$12,239.78; ten sloops, \$3,829.98; superintendents, \$1,500.00; contingent for 1826, \$1,539.40; contingent for 1825, \$23,321.30.....	50,298 63
Nathaniel Amory, pay and subsistence.....	794 66
Wolcott Chanucey, pay and subsistence.....	2,594 00
Th. Dillard, contingent for 1827.....	99 25
G. W. Hammersley, contingent prior to 1824.....	125 00
William Higgins, pay and subsistence, \$1,654.20; provisions, \$7,253.10; ordnance, \$2,649.20.....	11,556 50
Robert C. Ludlow, pay and subsistence.....	11,302 32
A. B. Lord, pay and subsistence.....	1,756 05
W. Nicholson, contingent prior to 1824.....	350 00
B. I. Neale, pay and subsistence.....	7,044 06
Samuel Richardet, pay and subsistence.....	1,088 17
G. K. Spence, pay and subsistence.....	2,386 24
R. Newell, increase, \$842.56; ten sloops, \$366.86.....	1,209 42
A. Grayson, pay, \$859.92; military stores, \$453.04; contingent, \$1,968.03.....	3,280 99

John Crabb, pay.....	\$64,869 87
R. M. Desna, pay, \$152,753.17; military stores, \$355.00; contingent, \$100.00.....	153,208 17
F. A. Thornton, pay.....	9,383 02
John Hall, pay.....	5,184 66
George Macdaniel, contingent.....	14 42
Miles King, pay.....	5,870 51
R. Swartwout, contingent.....	01
George Harrison, pay.....	197 71
Joseph L. Kuhn, pay.....	36,424 02
Edgar Patterson, military stores.....	2,750 00

Recapitulation of accounts that cannot be closed without further appropriations, or authority to transfer.

	<i>Dr.</i>
Pay and subsistence.....	\$429,336 68
Provisions.....	435,641 00
Increase.....	60,670 94
Ten sloops.....	5,798 64
Pay of stations.....	47,451 80
Medicines and hospital stores.....	23,840 18
Repairs.....	103,078 71
Ordnance.....	22,956 56
Navy yards.....	3,576 95
Improvement of the navy.....	38,832 31
Contingent prior to 1824.....	57,954 06
Contingent for 1824.....	13,817 63
Contingent for 1825.....	29,015 30
Contingent for 1826.....	2,074 53
Contingent for 1827.....	20,574 30
Contingent for 1828.....	499 82
Contingent for 1829.....	895 98
Contingent for 1830.....	273 07
Contingent for 1825, not enumerated.....	114 57
Contingent for 1826, not enumerated.....	3,617 00
Contingent for 1827, not enumerated.....	1,135 80
Contingent for 1828, not enumerated.....	182 50
Prohibition of the slave trade.....	450 00
Suppression of piracy.....	1,596 68
Ship houses.....	2,900 00
Laborers.....	2,765 79
Superintendents.....	9,734 07
Inclined plane.....	5,840 29
Survey of Savannah, &c.....	365 11
Survey of Charleston and St. Mary's.....	706 87
Contingent, Brandywine.....	485 56
Navy pension fund.....	1,248 50
Navy hospital.....	12,644 87
Arrearages.....	2,284 74
Navy yard at Pensacola.....	3,862 63
Breakwater.....	389 35
Shot and shells.....	13,500 00
Seventy-fours and frigates.....	20,664 18
Marine corps, pay.....	275,552 88
Marine corps, military stores.....	3,508 04
Marine corps, contingent.....	2,082 46
Total.....	\$1,661,920 75

Accounts that cannot be closed without further appropriations, or authority to transfer.

	<i>Cr.</i>
George Wade, contingent prior to 1824.....	\$22 40
H. Wilkinson, contingent prior to 1824.....	61 07
L. Deblois, provisions, \$1,350.85; five schooners, \$6,445.15.....	7,796 00
E. Barnwell, contingent prior to 1824.....	1,258 79
Geo. Beale, sr., superintendents.....	170 40
F. H. Babbitt, contingent prior to 1824.....	5,033 38
Tho Crabb, pay and subsistence.....	34 35
Lieutenant Higginbotham, contingent prior to 1824.....	198 61
A. F. Haulon, provisions, \$820; contingent prior to 1824, \$61.20.....	881 20
John Chalmers, pay and subsistence, \$26.04; repairs, \$336.99; increase, \$736.01.....	1,099 04
George Parker, provisions.....	101 24
L. B. Page, contingent prior to 1824.....	636 56
William Greene, pay and subsistence.....	3 00
John Harrison, navy yards.....	66 67
F. B. Gamble, contingent prior to 1824.....	101 38
O. L. Chevalier, medicines and hospital stores.....	18 75
J. H. Hawkins, medicines and hospital stores, \$3,249.28; contingent prior to 1824, \$8,427.96; superintendents, \$8,922.08; survey of Florida coast, \$1,448; laborers, \$2,887.73.....	24,935 05
William Stewart, contingent prior to 1824.....	1,154 53
R. Swartwout, pay and subsistence, \$54,270.23; navy yards, \$1,072.32.....	55,342 55

T. S. Beattie, pay and subsistence.....	\$50 00
S. G. Blodgett, contingent prior to 1824.....	72 00
J. H. Clinton, pay and subsistence.....	52
Green Lynch, contingent prior to 1824.....	754 48
J. E. McDonald, contingent prior to 1824.....	105 80
O. A. Page, contingent prior to 1824.....	265 00
H. B. Rapp, contingent prior to 1824.....	447 36
Jonathan Smith, contingent prior to 1824.....	224 45
W. M. Caldwell, contingent prior to 1824.....	400 16
J. B. Nevitt, contingent prior to 1824.....	99 82
James Renshaw, contingent for 1824, \$49.91; contingent prior to 1824, \$6,203.97.....	6,253 88
John Gallagher, contingent for 1824.....	19 98
John Fitzhugh, navy yards.....	8 46
Samuel Angus, contingent prior to 1824.....	9,007 10
M. C. Atwood, contingent prior to 1824.....	1,195 56
A. Grayson, contingent prior to 1824.....	81 00
A. H. M. Conkling, contingent prior to 1824.....	182 94
D. Geisinger, pay and subsistence, \$22.18; medicines and hospital stores, \$48.44; contingent prior to 1824, \$383.56.....	454 18
George S. Wise, contingent prior to 1824, \$6,665.35; navy yards, \$1,996.01.....	8,661 36
Joseph Caustin, contingent prior to 1824.....	661 14
J. B. Fanning, contingent prior to 1824.....	1,105 00
O. S. Paine, contingent for 1824.....	68 40
H. E. Ballard, contingent for 1824.....	3,056 00
Joseph B. Wilkinson, navy yards.....	11 80
E. P. Kennedy, contingent prior to 1824.....	904 00
Joseph Cassin, contingent for 1825.....	288 00
J. Stansberry, contingent prior to 1824.....	126 16
J. Wilkinson, contingent for 1825.....	244 00
T. McDonough, contingent for 1825.....	2,902 83
D. Porter, contingent prior to 1824, \$3,508.83; suppression of piracy, \$300.00.....	3,808 83
J. P. Tuttle, pay and subsistence.....	43 00
A. J. Dallas, contingent prior to 1824.....	2,567 25
John Randall, contingent for 1824, \$200.00; contingent prior to 1824, \$1,894.23; contingent for 1825, \$397.62.....	2,491 85
B. V. Hoffman, contingent prior to 1824.....	1,861 49
S. W. Melville, contingent for 1826.....	80 00
T. W. Crenshaw, contingent for 1826.....	80 00
T. A. Hunt, contingent for 1826.....	80 00
E. H. Stewart, contingent prior to 1824.....	105 77
D. Cameron, contingent for 1826.....	35
B. Godwin, contingent prior to 1824.....	152 42
J. P. Prince, contingent prior to 1824.....	2,059 54
T. Watts, contingent prior to 1824.....	26 50
J. Lewis, contingent prior to 1824.....	1,165 19
Sol. Rutter, contingent prior to 1824.....	1,836 55
J. D. Williamson, contingent prior to 1824.....	56 93
J. B. Sherwood, contingent prior to 1824.....	71 80
W. M. Clarke, contingent prior to 1824.....	73 38
C. L. Springer, contingent prior to 1824.....	676 57
A. B. Lord, contingent prior to 1824.....	906 00
Gen. Drayton, contingent prior to 1824.....	37 01
J. N. Hambleton, contingent for 1825, \$2,478.35; contingent for 1826, \$434.52; contingent for 1827, \$485.09.....	3,397 96
R. Hammersley, contingent prior to 1824.....	96 85
Abraham Hossack, contingent prior to 1824.....	8 15
T. S. Blodgett, contingent prior to 1824.....	12 89
J. W. Hunter, contingent for 1825.....	28 52
Otho Norris, contingent for 1826.....	137 12
W. Chauncey, contingent for 1825.....	1,932 00
I. Hull, contingent for 1827.....	131 78
I. H. Terry, contingent for 1824, \$1,293.82; contingent for 1825, \$2,787.79; contingent for 1826, \$1,075.37.....	5,156 98
J. D. Eliot, survey of ports, &c.....	192 96
J. Colston, contingent for 1825, \$584.69; contingent for 1826, \$337.19; arrearages, \$379.50.....	1,301 38
Lt. Turner, contingent for 1826, \$756.....	756 00
S. Hambleton, contingent prior to 1824, \$6,420.41; contingent for 1827, \$1,921.91; ordnance, \$610.34; navy yards, \$28,744.80; contingent for 1827, not enumerated, \$435.92.....	38,132 98
G. Beale, contingent for 1824, \$660; contingent prior to 1824, \$21.62; contingent for 1825, \$820.25.....	1,501 87
C. Cobb, contingent for 1827, \$10.....	10 00
J. C. Carter, contingent for 1827, \$15.....	15 00
J. S. Hart, contingent for 1827, \$5.35.....	5 35
S. P. Todd, contingent prior to 1824, \$5,384.26; contingent for 1826, \$45; contingent for 1827, \$2,525.82; navy yards, \$28,684.74; five schooners, \$1,289.03.....	37,928 85
W. P. Zantinger, contingent for 1827, \$786.99; contingent for 1829, \$987.90.....	1,774 89
J. B. Timberlake, contingent for 1824, \$601.83; contingent prior to 1824, \$717.90; contingent for 1825, \$2,235.31; contingent for 1826, \$2,294.57.....	5,849 61
W. Sinclair, pay of stations, \$7.82; contingent for 1825, \$153.48; contingent for 1827, \$451.28.....	612 58

N. Amory, contingent for 1829, \$584.10.....	\$584 10
D. M. F. Thornton, contingent for 1827, \$185.18.....	185 18
J. W. Sherburne, survey of Savannah, &c., \$542.13.....	542 13
F. A. Thornton, contingent prior to 1824, \$8,032.94; suppression of piracy, \$4,874.64.....	12,907 58
R. Hoxley, pay of stations, \$426.93; contingent prior to 1824, \$572.....	1,298 93
N. Lyde, contingent prior to 1824, \$200.12; contingent 1826, \$513.53; ten sloops, \$4,186.88	4,990 55
H. A. Steele, contingent for 1827, \$125; contingent for 1828, \$1.05.....	3 30
J. Beatty, contingent for 1825, \$622.32; contingent for 1826, \$3,586.82; contingent for 1827, \$1,067.10; contingent for 1828, \$881.81; ten sloops, \$359.87; five schooners, \$2,317.23	8,635 15
T. J. Chew, contingent for 1826, \$62.50.....	62 50
A. P. Darragh, contingent prior to 1824, \$1,050; contingent for 1826, \$3,180.04; contingent for 1827, \$6,449.28; contingent for 1828, \$1,027.34; navy yards, \$21,678.60; contingent for 1825, not enumerated, \$1,937.73.....	37,322 99
C. W. Bannister, contingent for 1828, 90 cents.....	90
W. P. Jones, contingent for 1827, \$1.50.....	1 50
D. F. Dulaney, contingent for 1828, 90 cents.....	90
J. C. Graham, contingent for 1828, 90 cents.....	90
C. G. Ridgely, contingent prior to 1824.....	3,504 33
James Brooks, contingent for 1825.....	92 10
W. Sinclair, purser, contingent prior to 1824.....	4,063 81
Geo. Macdaniel, contingent prior to 1824, \$1,918.08; contingent for 1825, \$33,858.56; contingent for 1826, \$17,130.99; contingent for 1828, \$6,704.55; contingent for 1829, \$25.80; increase, \$57,123.02; suppression of piracy, \$255.78; ship houses, \$158.74; survey of Florida coast, \$71.82.....	117,247 34
Timothy Winn, contingent for 1824, \$5,312.08; contingent for 1825, \$600; contingent for 1826, \$3,084.94; contingent for 1827, \$2,365.12; five schooners, \$3,018.48; laborers, \$552.92	14,933 54
R. McCall, contingent prior to 1824, \$48,071.58; contingent for 1825, \$7,069.70; contingent for 1828, \$7,899.43; contingent for 1829, \$4,841.80; contingent for 1829, not enumerated, \$15,454.75; contingent for 1830, not enumerated, \$10,464.44.....	93,801 70
C. S. Hunt, ten sloops.....	3,039 48
J. Watson, contingent for 1826, \$1,119.72; contingent for 1827, \$2,263.65; navy yards, \$143.66; contingent for 1827, not enumerated, \$6.64.....	3,533 57
C. O. Handy, contingent for 1824, \$845.46; contingent for 1825, \$154.57.....	1,000 03
G. Thomas, pay and subsistence, \$3,076.90; provisions, \$2,013.83; contingent for 1826, \$31.35; contingent for 1827, \$1,173.91.....	6,295 99
J. H. Clark, contingent for 1825, \$2,745.52; contingent for 1826, \$1,039.43; contingent for 1828, \$1,178.11; contingent for 1829, \$826.87.....	5,789 93
Miles King, contingent prior to 1824, \$3,290.05; contingent for 1825, \$15,478.22; contingent for 1826, \$14,761.12; contingent for 1827, \$14,922.20; contingent for 1828, \$9,528.82; contingent for 1829, \$14,157.16; five schooners, \$381.67.....	72,519 34
J. P. Henry, contingent prior to 1824.....	1,753 65
M. Hogan, pay and subsistence, \$9.97; contingent for 1824, \$10,903.59; contingent prior to 1824, \$7,074.58; contingent for 1825, \$35,656.81; contingent for 1827, \$7,891.63; contingent for 1828, \$16,006.05.....	77,542 68
Geo. Harrison, contingent prior to 1824, \$2,337.87; contingent for 1826, \$1,251.23; contingent for 1827, \$5,936.60; contingent for 1828, \$1,968.64; ten sloops, \$34,423.92; five schooners, \$3,824.94.....	49,743 20
Wm. McMurtrie, contingent for 1825, \$1,554.50; contingent for 1826, \$375.49; contingent for 1827, \$8,789.63.....	10,719 62
R. D. Harris, contingent for 1827.....	4,284 28
John Mason, increase.....	4,884 35
J. K. Paulding, contingent for 1825, \$1,213.62; contingent for 1826, \$13.13; contingent for 1827, \$223.26; ten sloops, \$3,291.79.....	4,741 80
J. Garretson, contingent for 1826, \$112.15; contingent 1827, \$7.30; contingent 1829, \$188.78	308 23
J. Riddle, contingent prior to 1824, \$3,829.13; contingent for 1828, \$478.76.....	4,298 89
T. Ap C. Jones, contingent for 1825, \$662.49; contingent for 1827, \$584.53; contingent for 1826, not enumerated, \$1,304.00.....	1,851 02
Bank United States, pay and subsistence, \$65,888.45; contingent for 1828, \$10,709.50; ordnance, \$700.01; contingent for 1828, not enumerated, \$12,309.31.....	89,607 27
Gwinn Harris, pay and subsistence, \$11,328.35; contingent for 1825, \$3,664.57; contingent for 1828, \$4,357.48; contingent for 1829, \$2.04; ordnance, \$200.00; superintendents, \$1,035.55; medicines and hospital stores, \$1,407.55; repairs, \$2,151.34; provisions, \$121	29,267 88
E. Fitzgerald, contingent for 1825, \$104.00; contingent for 1826, \$574.23.....	678 23
Joseph Wilson, contingent for 1828, \$1,018.58; ten sloops, \$4,080.68.....	5,099 26
W. M. Sands, contingent for 1826, \$7.47; contingent for 1827, \$189.06; contingent for 1828, \$272.85; contingent for 1829, \$733.12.....	1,202 50
John De Bree, contingent for 1826, \$150.00; contingent for 1827, \$91.31.....	241 31
Silas Butler, contingent for 1827.....	515 44
E. N. Cox, contingent for 1826, \$831.61; contingent for 1827, \$804.74; contingent for 1826, not enumerated, \$45.61; contingent for 1829, not enumerated, \$1,497.07; arrearages, \$341.85	3,520 88
Nathaniel H. Perry, contingent prior to 1824, \$677.43; contingent for 1825, \$1,997.72; contingent for 1826, \$3,733.64; contingent for 1828, \$18.75; contingent for 1829, \$1,814.05	8,221 59
Henry Etting, contingent for 1826, \$54.90; contingent for 1827, \$248.27; contingent for 1828, \$57.90.....	361 07
Lawrence Kearney, contingent for 1826.....	64 00
E. J. Weed, provisions.....	101,105 00
Wm. B. Finch, contingent for 1825.....	1,349 67
Edward W. Carpenter, pay and subsistence, \$66.68; contingent prior to 1824, 7 cts.; contingent for 1827, \$100.....	166 75

David Connor, pay and subsistence \$30; contingent for 1826, \$544.....	\$574 00
Isaac Chauncey, provisions, \$22,314.46; contingent prior to 1824, \$18.40; contingent for 1828, \$78; ordnance, \$52,221.87; arrearages, \$183.13; medicines and hospital stores, \$3,801.49; sloops-of-war, \$7,194.16; improvement of the navy, \$189; vessels captured on Lakes Ontario and Champlain, \$10,000.....	96,000 51
James Biddle, pay and subsistence, \$6,667.33; provisions, \$3,377.83; contingent for 1827, \$1,948.53; contingent for 1828, \$4,311.06; superintendents, \$1,200.....	17,514 75
Charles Lowndes, pay and subsistence, \$5; contingent for 1824, \$12.....	17 00
John N. Sherburne, contingent for 1828, \$209.61; ten sloops, \$1,359.30.....	1,568 91
Henry Lewis, contingent for 1828, \$89.92; ten sloops, \$7,772.33.....	7,862 25
William Pearson, pay and subsistence.....	111 46
Amos Binney, contingent prior to 1824, \$19,601.92; contingent for 1828, \$856.80; ship houses, \$6,003.48; repairs, \$1,394.29.....	28,889 96
N. Amory, contingent for 1828, \$56.23; contingent for 1829, \$584.10; navy yards, \$1,033.47.....	640 33
Thomas Dillard, contingent for 1825.....	4 90
William Higgins, contingent prior to 1824.....	2,093 25
R. C. Ludlow, contingent for 1824, \$600; contingent prior to 1824, \$6,945.80; contingent for 1825, \$1,806.76; contingent for 1826, \$200.....	9,552 56
A. B. Lord, contingent prior to 1824.....	906 00
W. Nicholson, pay and subsistence.....	60 99
Samuel Richardet, contingent prior to 1824.....	8 50
G. K. Spence, contingent prior to 1824.....	84 48
B. J. Neale, contingent prior to 1824.....	600 00
R. Newell, ten sloops, \$842.56; repairs of sloops, \$366 86.....	1,209 42

Marine corps.

M. T. Woolsey, contingent.....	455 65
A. Grayson, clothing, \$560.06; fuel, \$2,639.93.....	3,199 99
J. B. Wilkinson, pay.....	89 53
John Crabb, pay, \$548.07; contingent, \$4,010.61.....	4,558 68
R. M. Desha, clothing, \$1,260.71; contingent, \$28,663.80.....	29,924 51
S. Hambleton, pay, \$1,117.58; contingent, \$80.88.....	1,198 46
S. P. Todd, pay, \$4,443.65; clothing, \$1,052.95.....	5,496 60
J. Hall, clothing, \$2,816.28; contingent, \$242.28.....	3,058 56
Bank United States, pay, \$4,873.09; contingent, \$977.09.....	5,850 18
J. L. Kuhn, contingent.....	36,424 02
Isaac Chauncey, pay, \$33,875.38; contingent, \$10,230.47.....	44,105 85
Edgar Patterson, clothing.....	995 50

Recapitulation of accounts that cannot be closed without further appropriations, or authority to transfer.

APPROPRIATIONS.

	<i>Cr.</i>
Pay and subsistence.....	\$141,704 45
Provisions.....	129,853 36
Contingent for 1824.....	23,622 77
Contingent prior to 1824.....	192,517 67
Contingent for 1825.....	119,804 40
Contingent for 1826.....	59,504 38
Contingent for 1827.....	75,317 76
Contingent for 1828.....	67,304 33
Contingent for 1829.....	21,423 63
Ordnance.....	53,732 22
Ten sloops.....	57,997 51
Arrearages.....	903 48
Superintendents.....	11,328 03
Medicines and hospital stores.....	9,876 36
Sloops-of-war.....	7,194 16
Improvements of the navy.....	189 00
Vessels captured on Lakes Ontario and Champlain.....	10,000 00
Navy yards.....	83,440 13
Ship houses.....	6,162 22
Repairs.....	3,882 62
Repairs of sloops.....	366 86
Pay of stations.....	434 75
Increase.....	62,743 38
Contingent for 1825, not enumerated.....	5,259 82
Contingent for 1826, not enumerated.....	1,349 61
Contingent for 1827, not enumerated.....	442 56
Contingent for 1829, not enumerated.....	16,951 82
Contingent for 1830, not enumerated.....	10,464 44
Suppression of piracy.....	5,430 42
Five schooners.....	17,276 50
Laborers.....	3,440 65
Survey of Savannah, &c.....	542 13
Survey of Florida coast.....	1,519 82
Survey of ports.....	192 96
<i>Marine corps:</i>	
Pay.....	44,947 30
Clothing.....	6,685 50

Fuel	\$2,639 93
Contingent	81,084 80
Total	<u>\$1,337,532 18</u>

TREASURY DEPARTMENT, *Fourth Auditor's Office*, November 1, 1830.

D.

Dr.

Advances to disbursing officers.

To whom advanced, and official designation.	Appropriations.								
	Pay and subsistence.	Provisions.	Medicines and hospital stores.	Repairs.	Contingent for 1829.	Contingent for 1830.	Contingent for 1828.	Ordnance.	Navy yards.
Andrew Armstrong, navy agent, Lima	\$67,258 37	\$22,981 15	\$1,544 18	\$5,000 00	\$2,524 00	\$9,664 99			
R. McCall, late navy agent, Gibraltar	89,014 58								
Baring Bros. & Co., navy ag't, London	36,259 61						1,403 46		
J. Laighton, navy agent Portsmouth.	7,326 34	1,675 26	38 92	6,512 76	354 98	1,667 41		\$88 94	\$140 59
D. D. Brodhead, navy agent, Boston.	85,450 00	1,215 97	143 15	45,026 59		16,206 16		671 80	
Chas. P. Tutt, navy agent, Pensacola.	42,555 34	12,095 34	1,544 92	7,433 75		11,464 80		52 50	
M. Hogan, navy agent, Valparaiso.		6,411 56							
Nash Legrand, navy agent, Norfolk.	96,876 84	12,463 12	11,361 26	71,763 70		26,312 97		1,591 33	8,074 30
Isaac Philips, navy agent, Baltimore.	10,195 09	20,373 15	276 06	13,155 90	539 01	3,374 57		713 51	
Jas. Riddle, navy agent, New Castle.	5,671 53	871 75			46 30				
G. Harrison, navy agent, Philadelphia	37,894 00	18,639 38	500 00	980 00		2,900 00		12 00	100 00
J. K. Paulding, navy agent, N. York	52,544 44	32,351 62	2,154 77	75,394 60		12,654 76		2,470 78	420 78
W. S. Rogers, purser.	114,300 67	24,034 15		2,500 00	3,000 00				
E. R. McCall, recruiting officer.	1,362 41								
Samuel P. Todd, purser	112,380 12	7,600 00	1,000 00	7,773 36					
Clement S. Hunt, purser	859 18					131 72			
Fr. A. Thornton, purser.		647 62							
Gwinn Harris, purser.	2,198 00	14,634 62						200 00	
James H. Clark, purser	4,358 70								
James M. Halsey, purser	15 50	3 88				69 69			2,617 36
Edward Fitzgerald, purser.	4,729 42								
A. P. Darragh, purser	10,989 98	500 00	8,945 35	2,186 28		500 00		646 64	
Joseph Wilson, purser.	70,231 56	2,000 00		2,652 75	2,000 00				
William Sinclair, purser.	5,794 61								
John N. Todd, purser	108,141 93	6,300 00	850 00	5,500 00	1,500 00		4,000 00	100 00	
Joseph Watson, purser	169 12								
Timothy Winn, purser.		2,256 91							
W. L. Gordon, recruiting officer.						28 20			
William M. Sands, purser	17,497 96								
C. M. Morgan, recruiting at Boston.	3,000 00				500 00		500 00		
John De Bree, purser	10,100 96	1,200 00							
Charles O. Handy, purser.	34,583 29	1,900 65			3,000 00				
Silas Butler, purser.	4,169 39								
E. N. Cox, purser	5,366 28	2,265 49	8 75	3,167 54	42 00	709 01		225 91	
T. T. Webb, acting purser.	4,378 10	183 81			1 60				
Nathaniel H. Perry, purser.	3,938 49								
John N. Hambleton, purser.	8,239 15	500 00							
Wm. McMurtrie, purser.	21,425 34			500 00		1,000 00			
Garret R. Barry, purser.	32,196 32			2,000 00		1,000 00			
D. M. F. Thornton, purser	44,552 01								
Lawrence Kearny, recruit'g at N. Y.	569 00								
Josiah Colston, purser.	5,550 48	7 00	3 00	481 45				45 00	4,727 39
Robert Pottinger, purser	21,293 35					400 00	68 96		
Wm. A. Slacum, purser	21,381 68	1,500 00	200 00		100 00	1,000 00			
Dudley Walker, purser	29,704 67								
Fr. G. McCauley, purser.	19,987 29								
Nathaniel Wilson, purser.	120 00	46 00				68 40			
William Strickland, architect									
McKean Buchanan, purser.	72,478 44	32,196 00	300 00	1,620 00	1,110 18		3,327 74		
Henry Etting, purser	24,396 99	1,000 00							
E. J. Weed, quar. mas. marine corps									
James Brooks, purser.	78,185 63	14,683 75	1,750 00	7,650 00	4,050 00		534 00	400 00	
Jos. L. Kuhn, paymaster marine corps						450 00			
G. C. Cooper, purser.	3,509 62								
Francis B. Stockton, purser.	8,409 17	500 00	100 00		300 00				
	1,441,821 00	243,067 58	30,720 36	261,298 71	19,768 57	57,896 62	659,844 16	7,128 41	\$16,080 42

D.—Advances to disbursing officer—Continued.

To whom advanced, and official designation.	Appropriations.								
	Increase.	Ten sloops.	Improvement of the navy.	Timber sheds.	Superintendents.	Covering ships.	Timber docks.	Storehouses.	Repairing wharves.
Andrew Armstrong, navy agent, Lima.....									
R. McCall, late navy agent, Gibraltar.....									
Baring Bros. & Co., navy agent, London.....									
John Lighton, navy agent, Portsmouth.....	\$2,284 40	\$157 91	\$156 68	\$7,218 00	\$1,241 67				
D. D. Brodhead, navy agent, Boston.....			163,990 87	18,071 68	4,869 01	\$7,275 76	7,000 00		
Chas. P. Tutt, navy agent, Pensacola.....			66 81		1,933 34				
M. Hogan, navy agent, Valparaiso.....									
Nash Legrand, navy agent, Norfolk.....	3,215 50		62,039 56		3,529 91	2,633 50		\$666 50	\$693 42
Isaac Phillips, navy agent, Baltimore.....									
James Riddle, navy agent, New Castle.....									
G. Harrison, navy agent, Philadelphia.....	400 00		1,200 00		1,537 50				
Jas. K. Paulding, navy agent, N. York.....	1,463 94		206 67		2,795 06	2,000 00			
W. S. Rogers, purser.....									
E. R. McCall, recruiting officer.....									
Samuel P. Todd, purser.....									
Clement S. Hunt, purser.....	23 18								
Francis A. Thornton, purser.....									
Gwinn Harris, purser.....									
James H. Clark, purser.....									
James M. Halsey, purser.....					28 28				
Edward Fitzgerald, purser.....									
A. P. Darragh, purser.....	295 65								
Joseph Wilson, purser.....					650 00				
William Sinclair, purser.....									
John N. Todd, purser.....									
Joseph Watson, purser.....									
Timothy Winn, purser.....									
W. L. Gordon, recruiting officer.....									
William M. Sands, purser.....									
C. M. Morgan, recruiting at Boston.....									
John De Bree, purser.....									
Charles O. Handy, purser.....					220 61				
Silas Butler, purser.....									
E. N. Coxé, purser.....			10,522 40	3,682 92	743 88	1,000 00	1,182 80		
T. T. Webb, acting purser.....									
Nathaniel H. Perry, purser.....									
John N. Hambleton, purser.....									
Wm. McMurtrie, purser.....									
Garret R. Barry, purser.....									
D. M. F. Thornton, purser.....									
L. Kearney, recruiting at New York.....									
Josiah Colston, purser.....					3,100 66				
Robert Pottinger, purser.....									
William A. Slacum, purser.....									
Dudley Walker, purser.....									
Fras. G. McCauley, purser.....									
Nathaniel Wilson, purser.....									
William Strickland, architect.....									
McKean Buchanan, purser.....									
Henry Etting, purser.....									
E. J. Weed, quar. mas. marine corps.....									
James Brooks, purser.....									
Jos. L. Kuhn, paymaster marine corps.....									
G. C. Cooper, purser.....									
Francis B. Stockton, purser.....									
	\$7,682 67	\$157 91	238,182 99	28,372 60	20,659 92	12,909 26	8,182 80	\$660 50	\$693 42

D.—*Advances to disbursing officers*—Continued.

To whom advanced, and official designation.	Appropriations.								
	Contingent for 1827.	Contingent for 1829, not enumerated.	Pay, &c., marine corps.	Clothing of the marine corps.	Navy hospitals.	Barracks, marine corps.	Contingent and extra emoluments, marine corps.	Fuel, hospital, and military stores, marine corps.	Total debits.
Andrew Armstrong, n. ag't, Lima									\$108,972 69
Richard McCall, late navy agent, Gibraltar									89,014 58
Baring Brothers & Co., navy agent, London									37,663 07
John Laighton, navy agent, Portsmouth									28,863 86
Dan'l D. Brodhead, n. ag't, Boston									349,920 99
Charles P. Tutt, navy agent, Pensacola			\$1,053 50						78,200 30
M. Hogan, navy ag't, Valparaiso									6,411 56
Nash Legrand, navy ag't, Norfolk									318,361 77
Isaac Phillips, n. ag't, Baltimore									48,427 29
Jas. Riddle, n. ag't, New Castle									6,590 08
George Harrison, navy agent, Philadelphia									70,824 68
James K. Paulding, navy agent, New York			26 67						85,470 07
W. S. Rogers, purser			937 47						144,772 29
E. R. McCall, recruiting officer									1,362 41
Samuel P. Todd, purser			649 03						128,733 48
Clement S. Hunt, purser									1,663 11
Francis A. Thornton, purser									647 62
Gwinn Harris, purser			3,488 99						20,521 01
James H. Clark, purser									4,358 70
James M. Halsey, purser									2,734 68
Edward Fitzgerald, purser									4,729 42
A. P. Darragh, purser			1,000 00						25,257 90
Joseph Wilson, purser									79,774 13
William Sinclair, purser									6,280 17
John N. Todd, purser			3,832 55	\$300 00					130,544 48
Joseph Watson, purser									169 12
Timothy Winn, purser									2,256 91
W. L. Gordon, recruiting officer									28 20
William M. Sands, purser									17,497 96
C. M. Morgan, recruit'g at Boston									4,000 00
John De Bree, purser									11,300 96
Charles O. Handy, purser			22 21						39,816 76
Silas Butler, purser									4,169 39
E. N. Cox, purser									28,256 98
T. T. Webb, acting purser									4,563 51
Nathaniel H. Perry, purser									3,938 49
John N. Hambleton, purser			1,064 22						9,803 37
William McMurtrie, purser									22,925 34
Garret R. Barry, purser			1,331 00						36,527 32
D. M. F. Thornton, purser									44,552 01
Lawrence Kearney, recruiting at New York									569 00
Josiah Colston, purser	\$771 66		16 49						14,703 16
Robert Pottinger, purser									21,763 52
William A. Slacum, purser			547 81						25,629 49
Dudley Walker, purser									29,704 67
Francis G. McCauley, purser									19,987 29
Nathaniel Wilson, purser									234 40
William Strickland, architect					\$57,088 63				57,088 63
McKean Buchanan, purser	627 36		3,102 31						114,792 58
Henry Etting, purser			500 00						25,896 99
E. J. Weed, Q. M. marine corps			193,624 52	33,245 38		\$16,234 80	\$5,503 91	\$23,213 15	271,821 76
James Brooks, purser	\$150 00		2,965 63	916 25					111,285 26
Jos. L. Kuhn, P. M. marine corps			41,101 59	28 18		13,688 73	14,943 10		69,761 60
G. C. Cooper, purser			200 53						4,160 15
Francis B. Stockton, purser			600 60						9,909 17
	\$1,399 02	\$150 00	\$256,084 52	\$34,489 81	\$57,088 63	\$29,923 53	\$20,447 01	\$23,213 15	\$2,877,234 33

D.—Advances to disbursing officers—Continued.

To whom advanced, and official designation.	Appropriations.							
	Pay and subsistence.	Provisions.	Repairs.	Contingent for 1828.	Contingent for 1829.	Contingent for 1830.	Ordnance.	Improvement of the navy.
Andrew Armstrong, navy agent, Lima					\$400 00			
Rd. McCall, late navy agt., Gibraltar								
Baring Brothers & Co., navy agents, London	\$3,253 33							
John Lighthouse, navy agt., Portsmouth								
Dan. D. Brodhead, navy agt., Boston	12,930 00	\$100 00	\$5,200 00		\$1,200 00	\$450 00	\$25,500 00	\$1,000 00
Chas. P. Tutt, navy agent, Pensacola								
M. Hogan, navy agent, Valparaiso								
Nash Legrand, navy agent, Norfolk	34 00					918 00		
Isaac Phillips, navy agent, Baltimore	24 00					50 70		
James Riddle, navy agent, New Castle								
Geo. Harrison, navy agt., Philadelphia	1,096 00							
Jas. K. Paulding, navy agent, N. Y.								
W. S. Rogers, purser	9,388 00	2,656 63		\$284 11	1,350 00			
E. R. McCall, recruiting officer								
Samuel P. Todd, purser	6,973 35							
Clement S. Hunt, purser								
Fr. A. Thornton, purser								
Gwinn Harris, purser	11,328 35	121 00	2,151 34		2 64		200 00	
James H. Clark, purser								
James M. Halsey, purser			27 71				6 07	
Edw. Fitzgerald, purser								
A. P. Barragh, purser	712 37			1,027 34				
Joseph Wilson, purser	3,304 03							
William Sinclair, purser								
John N. Todd, purser	6,618 37							
Joseph Watson, purser								
Timothy Wynn, purser								
W. L. Gordon, recruiting officer								
William M. Sands, purser								
C. M. Morgan, recruiting at Boston	1,338 00							
John De Bree, purser	124 71							
Charles O. Handy, purser	563 64							
Silas Butler, purser	6 00							
E. N. Cox, purser								
T. T. Webb, acting purser								
Nathaniel H. Perry, purser	40 00							
John N. Hambleton, purser	35 75							
William McMurtrie, purser	785 38							
Garret R. Barry, purser	579 84							
D. M. F. Thornton, purser	282 10	7,680 90						
Lawrence Kearney, recruiting at New York								
Josiah Colston, purser	56 00							
Robert Pottinger, purser	1,681 99	1,389 85	5 25					
William A. Shum, purser	2,835 69							
Dudley Walker, purser	976 15							
Fras. G. McCauley, purser	392 92							
Nathaniel Wilson, purser								
William Strickland, architect								
McKean Buchanan, purser	3,434 32	3 53			300 00			
Henry Etting, purser	288 82	1,488 37	190 27					
E. J. Weed, quartermaster marine corps								
James Brooks, purser	4,507 29	1,083 75	600 00					
Joseph L. Kuhn, paymaster, marine corps								
G. C. Cooper, purser	769 56							
Francis B. Stockton, purser	48 25							
Total	\$74,402 19	\$14,424 12	\$8,174 57	\$1,311 45	\$2,032 04	\$2,178 60	\$656 07	\$25,500 00
								\$1,000 00

D.—Advances to disbursing officers—Continued.

To whom advanced, and official designation.	Appropriations.								Total credits.
	Timber sheds.	Timber docks.	Contingent for 1897.	Superintendents.	Medicines and hospital stores.	Pay, &c., of the marine corps.	Clothing, marine corps.	Navy yards.	
And. Armstrong, navy agent, Lima									\$400 00
Richard McCall, late navy agent, Gibraltar									
Baring Brothers & Co., navy agents, London									3,253 33
John Loughton, navy agent, Portsmouth									
Daniel D. Brodhead, navy agent, Boston	\$1,000 00	\$1,500 00		\$2,018 97					53,998 97
Charles P. Tutt, navy agent, Pensacola									
M. Hogan, navy agent, Valparaiso									
Nash Legrand, navy agent, Norfolk									952 90
Isaac Philips, navy agt., Baltimore									83 70
James Riddle, navy agent, New Castle									
George Harrison, navy agent, Philadelphia									1,036 00
James K. Paulding, navy agent, New York									
W. S. Rogers, purser			\$90 47			\$140 25			13,903 47
E. R. McCall, recruiting officer						448 10			7,421 45
Samuel P. Todd, purser									
Clement S. Hunt, purser									
Francis A. Thornton, purser									
Gwinn Harris, purser				1,035 55	\$1,407 55	3,488 99			19,734 82
James H. Clark, purser									
James M. Halsey, purser									33 78
Edward Fitzgerald, purser									
A. P. Darragh, purser								8	1,747 71
Joseph Wilson, purser									1,342 03
William Sinclair, purser									
John N. Todd, purser						57 99			6,676 36
Joseph Watson, purser									
Timothy Winn, purser									
W. L. Gordon, recruiting officer									
William M. Sands, purser									
C. M. Morgan, recruiting at Boston									1,338 00
John De Bree, purser									124 71
Charles O. Handy, purser									563 64
Silas Butler, purser									6 00
E. N. Coxé, purser									
T. T. Webb, acting purser									40 00
Nathaniel H. Perry, purser									35 73
John N. Hambleton, purser									785 38
William McMurtie, purser									663 50
Garret R. Barry, purser						85 66			7,865 88
D. M. F. Thornton, purser						2 79			
Lawrence Kearney, recruiting at New York									56 00
Josiah Colston, purser									
Robert Pottinger, purser					1 94	128 81			3,207 84
William A. Sicaum, purser						2 52			2,838 21
Dudley Walker, purser									976 15
Fras. G. McCauley, purser									392 92
Nathaniel Wilson, purser									
William Strickland, architect									
McKean Buchanan, purser						51 48			3,789 33
Henry Etting, purser					50 00	167 94			2,185 40
E. J. Weed, quartermaster, marine corps									
James Brooks, purser					400 00		\$919 14		7,510 18
Jos. L. Kuhn, paymaster, marine corps									769 56
G. C. Cooper, purser						48 00			48 73
Francis B. Stockton, purser									
	\$4,000 00	\$1,500 00	\$90 47	\$8,154 52	\$1,859 49	\$4,573 02	\$919 14	8	\$145,863 00

E.

Abstract of balances due to persons who have no debits.

Names.	Appropriations.														Totals.
	Pay and subsistence.	Contingent prior to 1824.	Contingent for 1824.	Contingent for 1826.	Arrears.	Contingent for 1825.	Pay, &c. marine corps.	Clothing marine corps	Contingent for 1828.	Contingent for 1827.	Contingent for 1829, not enumerated.	Provisions.	Navy pension fund.	Contingent for 1830.	
S. W. Adams	\$0 02														\$0 02
J. M. Allen	2 22														2 22
A. J. Bennett	19 85														19 85
John Cramer	69 49														69 49
Nathaniel Cox		310 45	703 93	219 72	886 17										1,320 27
H. J. Auchmuty						\$0 10									10
H. A. Chambers						6 75									6 75
G. C. Ashton	2 41														2 41
George Adams	10 80														10 80
J. Q. A. Boyd	9 87														9 87
E. O. Blanchard	4 00														4 00
J. Callan	8 71														8 71
F. Varnum	112 83														112 83
Charles Elder						\$89 73	\$30								119 73
J. R. Sands	6 15														6 15
Silas Duncan	27 74														27 74
J. A. Hunt	80														80
D. Cameron	35														35
J. J. Boyd	90 85														90 85
E. S. Lewis	53 06														53 06
J. J. Clinch	19 85														19 85
J. Bubier	188 40														188 40
J. B. Montgomery	120 00														120 00
C. Ridgway	90														90
J. D. Brewerton							1 23								1 23
G. N. Hawkins			111 75												111 75
H. A. Steele								1 05	2 25						3 30
W. C. Spencer	47														47
Thomas Harris										82 02					82 02
W. M. Walker								90							90
C. W. Bannister								90							90
W. P. Jones									1 50						1 50
D. F. Dulaney								90							90
S. W. Downing	12														12
J. S. Cameron											227 75				227 75
J. P. Parker												50			50
A. Peale	30 00														30 00
J. H. Aulick	50														50
F. C. Hall							20								20
S. D. Belton	7 84											\$42 25			50 09
Pres. Bank at New Orleans													7 47		7 47
H. Sprague	140 00														140 00
A. A. Adce	60														60
C. B. Babbitt	2,000 00														2,000 00
John W. Lewis	43 08												\$11 25		54 33
John Linden	19 62														19 62
W. Cansler		142 55													142 55
Aggregate credits	2,989 96	453 00	703 93	331 47	86 17	6 85	91 16	30	3 75	3 75	2 02	70 50	7 47	11 25	4,791 28

TREASURY DEPARTMENT, *Fourth Auditor's Office, November 1, 1830.*

F.

Balances of unclosed accounts on the books of the Fourth Auditor's office on the first day of November, 1830.

Dn.	Appropriations for the navy proper.						
	Pay and subsistence.	Pay of shore stations.	Provisions.	Medicines and hospital stores.	Repairs.	Ordnance.	Navy yard.
Balances due more than three years from persons who have no credits, per abstract A.....	\$725,124 99	.....	\$265,472 10	26,913 57	\$70,584 64	\$5,414 56	\$19,951 29
Balances due less than three years, per abstract B.....	37,750 65	.....	29,900 02	252 82	102 72	.....	2,000 00
Balances of accounts that cannot be closed without further appropriations or authority to transfer, per abstract C.....	429,336 68	47,451 80	435,641 00	23,840 18	103,078 71	22,956 56	3,576 95
Advances to disbursing officers, per abstract D.....	1,441,821 00	.....	243,067 58	30,720 36	261,298 71	7,128 41	16,080 42
Total debits of unclosed accounts.....	2,634,633 32	47,451 80	965,080 70	81,727 93	435,064 78	35,409 53	41,608 66
Eal. of appropriations on Nov. 1, 1830.	678,472 00	.....	332,205 81	8,660 15	228,818 63	54,442 60	10,774 17
Cr.							
Balances due less than three years, per abstract B.....	89 25	.....	.....	.....	.....	.....	.....
Balances of accounts that cannot be closed, &c., per abstract C.....	141,704 45	434 75	129,853 36	9,876 36	3,882 62	53,732 22	83,440 13
Advances to disbursing officers, per abstract D.....	74,402 19	.....	14,424 12	1,850 49	8,174 57	656 07	8 00
Balances due to persons who have no debits, per abstract E.....	2,989 96	.....	70 50	.....	.....	.....	.....
Total credits of unclosed accounts.....	219,185 85	434 75	144,347 98	11,735 85	12,057 19	54,388 29	83,448 13
Agg. debits and credits of uncl'd acc'ts.	2,853,219 17	47,886 55	1,109,428 68	93,463 78	447,121 97	89,887 82	125,056 79
Deficient appropriations.....	.....	.....	.....	.....	.....	.....	31,065 30

F.—Balances—Continued.

Dn.	Appropriations for the navy proper.						
	Increase.	Improvement of the navy.	Contingent prior to 1824.	Contingent for 1824.	Contingent for 1825.	Contingent for 1826.	Contingent for 1827.
Balances due more than three years, from persons who have no credits, per abstract A.....	\$6,924 04	.....	134,850 52	\$139 38	.....	\$149 93	.....
Balances due less than three years, per abstract B.....	100 00	\$5,056 46	3,015 28	200 00	\$309 64	439 30	\$873 60
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....	60,670 94	38,832 31	57,954 06	13,817 63	29,015 30	2,074 53	20,574 30
Advances to disbursing officers, per abstract D.....	7,682 67	238,182 99	.....	1 21	194 00	20 55	1,399 02
Total debits of unclosed accounts.....	75,377 65	282,071 76	195,819 86	14,158 22	29,518 94	2,084 31	22,846 92
Balances of appropriations on the 1st day of November, 1830.....	213,250 51	631,400 59	188 54	441 33	899 18	2 60	.....
Cr.							
Balances due less than three years, per abstract B.....	.....	.....	.....	.....	.....	.....	.....
Balances of accounts that cannot be closed, &c., per abstract C.....	62,743 38	189 00	102,517 67	23,622 77	119,804 40	59,504 83	75,317 76
Advances to disbursing officers, per abstract D.....	.....	25,500 00	.....	.....	.....	.....	90 47
Balances due to persons who have no debits, per abstract E.....	.....	.....	453 00	703 93	6 85	331 47	3 75
Total credits of unclosed accounts.....	62,743 38	25,689 00	192,970 67	24,326 70	119,811 25	59,836 30	75,411 98
Agg. debits and credits of unclosed accounts	138,121 63	307,769 76	388,790 53	38,484 92	149,330 19	62,520 61	98,258 90
Deficient appropriations.....	.....	.....	.....	9,727 15	89,393 13	57,149 39	52,565 06

F.—*Balances*—Continued.

	Appropriations for the navy proper.						
	Contingent for 1828.	Contingent for 1829.	Contingent for 1830.	Contingent for 1825, not enumerated.	Contingent for 1826, not enumerated.	Contingent for 1827, not enumerated.	Contingent for 1828, not enumerated.
Dr.							
Balances due more than three years, from persons who have no credits.....							
Balances due less than three years, per abstract B.....	\$433 85	\$762 75	\$2,564 62				
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....	499 82	895 98	273 67	\$114 57	\$3,617 00	\$1,135 80	\$182 50
Advances to disbursing officers, per abstract D...	9,844 16	19,768 57	89,602 65				
Total debits of unclosed accounts.....	10,797 93	21,427 30	92,440 34	114 57	3,617 00	1,135 80	182 50
Balances of appropriations on the 1st day of November, 1830.....	27,602 18	26,118 60	68,418 12	131 20		8 46	43 48
Cr.							
Balances due less than three years, per abstract B.....							
Balances of accounts that cannot be closed, &c., per abstract C.....	67,304 33	21,423 63		5,259 82	1,349 61	442 56	
Advances to disbursing officers, per abstract D...	1,311 45	2,652 64	2,178 60				
Balances due to persons who have no debits, per abstract E.....	3 75		11 25				
Total credits of unclosed accounts.....	68,619 53	23,475 67	2,189 85	5,259 82	1,349 61	442 56	
Aggregate debits and credits of unclosed acc'ts.....	79,417 36	44,002 97	94,630 19	5,374 39	4,966 61	1,578 36	182 50
Deficient appropriations.....	30,119 52			5,014 05			

F.—*Balances*—Continued.

	Appropriations for the navy proper.						
	Contingent for 1829, not enumerated.	Contingent for 1830, not enumerated.	Prohibition of the slave trade.	Suppression of piracy.	Ten sloops.	Five schooners.	Timber sheds.
Dr.							
Balances due more than three years, from persons who have no credits, per abstract A.....			\$1,916 33				
Balances due less than three years, per abstract B.....			6,110 21				
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....			450 00	\$1,596 08	\$5,798 64		
Advances to disbursing officers, per abstract D...	\$150 00	\$685 98			157 91		\$28,372 60
Total debits of unclosed accounts.....	150 00	685 98	8,476 54	1,596 08	5,956 55		28,372 60
Balances of appropriations on Nov. 1, 1830..	249 91	1,576 30	9,979 99		1,640 46		54,436 46
Cr.							
Balances due less than three years, per abstract B.....							
Balances of accounts that cannot be closed, &c., per abstract C.....	16,951 82	10,464 44		5,430 42	57,997 51	17,276 50	
Advances to disbursing officers, per abstract D...							4,000 00
Balances due to persons who have no debits, per abstract E.....	2 62						
Total credits of unclosed accounts.....	16,953 84	10,464 44		5,430 42	57,997 51	17,276 50	4,000 00
Aggregate debits and credits of unclosed acc'ts.....	17,103 84	11,150 42	8,476 54	7,026 50	63,954 06	17,276 50	32,372 60
Deficient appropriations.....	16,553 93	8,202 16		3,894 34	50,304 50	17,276 50	

F.—Balances—Continued.

	Appropriations for the navy proper.						
	Timber docks.	Covering ships.	Storehouses.	Repairing wharves.	Ship houses.	Laborers.	Superintendents.
Dr.							
Balances due more than three years from persons who have no credits, per abstract A							
Balances due less than three years, per abstract B							
Balances of accounts that cannot be closed without further appropriations or authority to transfer, per abstract C							
Advances to disbursing officers, per abstract D	\$8,182 80	\$12,909 26	\$666 50	\$693 42	\$2,900 00	\$2,765 79	\$9,734 07
Total debits of unclosed accounts	8,182 80	12,909 26	666 50	693 42	4,912 78	2,765 79	30,393 99
Balances of appropriations on Nov. 1, 1830	8,126 15	26,290 00	14,078 11	14,313 80		1,750 00	11,662 20
Cr.							
Balances due less than three years, per abstract B							
Balances of accounts that cannot be closed, &c., per abstract C					6,162 22	3,440 65	11,328 03
Advances to disbursing officers, per abstract D	1,500 00	1,000 00					3,154 52
Balances due to persons who have no debits, per abstract E							
Total credits of unclosed accounts	1,500 00	1,000 00			6,162 22	3,440 65	14,482 55
Aggregate debits and credits of unclosed acc'ts	9,682 80	13,909 26	666 50	693 42	11,075 00	6,206 44	44,876 54
Deficient appropriations					1,249 44		

F.—Balances—Continued.

	Appropriations for the navy proper.						
	Inclined plane.	Survey of coasts and harbors.	Survey of coast of North Carolina.	Survey of Savannah, &c.	Survey of Charleston, S. C., and St. Mary's.	Survey of Florida coast.	Survey of ports.
Dr.							
Balances due more than three years from persons who have no credits, per abstract A		\$146 22	\$140 00				
Balances due less than three years, per abstract B				\$486 44			
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C	\$5,840 29			366 11	\$706 87		
Advances to disbursing officers, per abstract D							
Total debits of unclosed accounts	5,840 29	146 22	140 00	852 55	706 87		
Balances of appropriations on November 1, 1830	883 72			3,397 54			
Cr.							
Balances due less than three years, per abstract B							
Balances of accounts that cannot be closed, &c., per abstract C				542 13		\$1,519 82	\$192 96
Advances to disbursing officers, per abstract D							
Balances due to persons who have no debits, per abstract E							
Total credits of unclosed accounts				542 13		1,519 82	192 96
Aggregate debits and credits of unclosed acc'ts	5,840 29	146 22	140 00	1,394 68	706 87	1,519 82	192 96
Deficient appropriations						1,519 82	192 96

F.—*Balances*.—Continued.

	Appropriations for the navy proper.						
	Provisions, Brandywine.	Contingent, Brandywine.	Navy pension fund.	Privateer pension fund.	Navy hospitals.	Arranges.	Navy yard at Pensacola.
Dr.							
Balances due more than three years from persons who have no credits, per abstract A.....							
Balances due less than three years, per abstract B.....			\$12,348 35	\$3,396 63	\$11,063 38	\$4,649 50	
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....		\$485 56	1,248 50		12,644 87	2,284 74	\$3,862 63
Advances to disbursing officers, per abstract D.....	\$5,000 00	1,485 56			65,070 24		
Total debits of unclosed accounts.....	5,000 00	1,971 12	13,596 85	3,396 63	88,778 49	6,334 24	3,862 63
Balances of appropriations on November 1, 1830.....	8,316 66	222 85	188 88	1,985 69	16,671 44	1,524 00	10,255 53
Cr.							
Balances due less than three years, per abstract B.....				200 00			
Balances of accounts that cannot be closed, &c., per abstract C.....						903 48	
Advances to disbursing officers, per abstract D.....							
Balances due to persons who have no debits, per abstract E.....			7 47			86 17	
Total credits of unclosed accounts.....			7 47	200 00		989 65	
Aggregate debits and credits of unclosed accounts.....	5,000 00	1,971 12	13,604 32	3,596 63	88,778 49	7,323 89	3,862 63
Deficient appropriations.....							

F.—*Balances*.—Continued.

	Appropriations for the navy proper.						
	Sloops-of-war.	Repairs of sloops.	Breakwater.	Shot and shell.	Vessels on Lake Ontario, &c.	Purchase of captured vessels.	Purchase of timber.
Dr.							
Balances due more than three years from persons who have no credits, per abstract A.....					\$4,170 16	\$7,660 00	\$19,503 58
Balances due less than three years, per abstract B.....	\$28,931 68						
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....			\$389 35	\$13,500 00			
Advances to disbursing officers, per abstract D.....		217 04					
Total debits of unclosed accounts.....	29,148 12	389 35	13,500 00	4,170 16	7,660 00	19,513 58	
Balances of appropriations on November 1, 1830.....	9,752 86						
Cr.							
Balances due less than three years, per abstract B.....							
Balances of accounts that cannot be closed, &c., per abstract C.....	7,194 16	366 86			10,000 00		
Advances to disbursing officers, per abstract D.....							
Balances due to persons who have no debits, per abstract E.....							
Total credits of unclosed accounts.....	7,194 16	366 86			10,000 00		
Aggregate debits and credits of unclosed accounts.....	7,194 16	29,514 98	389 35	13,500 00	14,170 16	7,660 00	19,503 58
Deficient appropriations.....	7,194 16				5,829 84		

F.—*Balances*—Continued.

	Appropriations for the navy proper.					
	Seventy-fours and frigates.	Barges.	Sulphur and saltpetre.	Reimbursement of the marshal of Florida.	Rewarding officers and crews of two boats under F. H. Gregory.	Rewarding officers and crew, Constellation and Wasp.
Dr.						
Balances due more than three years from persons who have no credits, per abstract A.....	\$460 30	\$5,000 00	\$1,000 00	.....	\$5,000 00	\$1,730 78
Balances due less than three years, per abstract B.....	.....	.....	.....	\$1,579 51	.....	.....
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....	20,664 18	.....	.....	.....	.....	.....
Advances to disbursing officers, per abstract D.....	.....	.....	.....	.....	.....	.....
Total debits of unclosed accounts.....	21,124 48	5,000 00	1,000 00	1,579 51	3,000 00	1,730 78
Balances of appropriations on November 1, 1830.....	.....	67 16	.....	6,249 18	.....	.....
Cr.						
Balances due less than three years, per abstract B.....	.....	.....	.....	.....	.....	.....
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....	.....	.....	.....	.....	.....	.....
Advances to disbursing officers, per abstract D.....	.....	.....	.....	.....	.....	.....
Balances due to persons who have no debits, per abstract E.....	.....	.....	.....	.....	.....	.....
Total credits of unclosed accounts.....	.....	.....	.....	.....	.....	.....
Aggregate debits and credits of unclosed acc'ts.....	21,124 48	5,060 00	1,000 00	1,579 51	3,000 00	1,730 78
Deficient appropriations.....	.....	.....	.....	.....	.....	.....

F.—*Balances*—Continued.

	Appropriations for the navy proper.			Appropriations for the marine corps.		
	Rewarding officers of the Hornet.	Rewarding Capt. Elliott.	Rewarding officers and crew of the Wasp.	Pay.	Quartermaster's stores.	Clothing.
Dr.						
Balances due more than three years from persons who have no credits, per abstract A.....	.....	.....	.....	\$52,287 47	\$5,330 90	\$738 71
Balances due less than three years, per abstract B.....	\$872 56	\$3,633 28	\$174 14	1,044 24	.....	957 78
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....	.....	.....	.....	275,552 88	.....	.....
Advances to disbursing officers, per abstract D.....	.....	.....	.....	256,684 52	.....	34,489 81
Total debits of unclosed accounts.....	872 56	3,633 28	174 14	584,969 11	5,380 90	36,186 30
Balances of appropriations on November 1, 1830.....	.....	3,180 44	.....	37,397 45	.....	13,898 60
Cr.						
Balances due less than three years, per abstract B.....	.....	.....	.....	.....	.....	.....
Balances of accounts that cannot be closed, &c., per abstract C.....	.....	.....	.....	44,947 20	.....	6,685 50
Advances to disbursing officers, per abstract D.....	.....	.....	.....	4,573 02	.....	919 14
Balances due to persons who have no debits, per abstract E.....	.....	.....	.....	91 16	.....	30 00
Total credits of unclosed accounts.....	.....	.....	.....	49,611 48	.....	7,634 64
Aggregate debits and credits of unclosed acc'ts.....	872 56	3,633 28	174 14	634,580 59	5,380 90	43,820 94
Deficient appropriations.....	.....	.....	.....	.....	.....	.....

F.—Balances—Continued.

	Appropriations for the marine corps.					Totals.
	Barracks.	Contingent and extra emoluments.	Hospital.	Military stores.	Fuel.	
Dr.						
Balances due more than three years from persons who have no credits, per abstract A.....		\$1,955 06	\$1,124 70	\$608 00		\$1,362,437 23
Balances due less than three years, per abstract B...						149,429 81
Balances of accounts that cannot be closed without further appropriations, or authority to transfer, per abstract C.....		2,682 46		3,508 04		1,661,920 75
Advances to disbursing officers, per abstract D.....	\$29,923 53	29,447 01	4,453 45	2,687 80	\$16,671 90	2,877,234 33
Total debits of unclosed accounts.....	29,923 53	24,484 53	5,578 15	6,293 84	16,671 90	6,051,022 12
Balances of appropriations on November 1, 1830	55	9,792 99	2,004 48	6,573 02	3,501 48	
Cr.						
Balances due less than three years, per abstract B..						289 25
Balances of accounts that cannot be closed, &c., per abstract C.....		81 084 80			2,639 93	1,337,532 18
Advances to disbursing officers, per abstract D.						145,803 68
Balances due to persons who have no debits, per abstract E.....						4,791 28
Total credit of unclosed accounts.....		81,084 80			2,639 93	1,488,416 39
Aggregate debits and credits of unclosed accounts	29,923 53	105,569 33	5,578 15	6,293 84	19,311 83	7,539,438 51
Deficient appropriations.....		46,807 28				434,188 53

21ST CONGRESS.]

No. 435.

[2D SESSION.]

ON THE CAPTURE, BY A UNITED STATES VESSEL, OF THE SPANISH SHIP FENIX, WITH AFRICAN SLAVES ON BOARD, AND UNDER SUSPICION OF PIRATICAL INTENT, WITH A RECOMMENDATION FOR THE MAINTENANCE, ETC., OF THE SLAVES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 18, 1831.

JANUARY 15, 1831.

To the House of Representatives:

I submit to the consideration of Congress the accompanying report and documents from the Navy Department, in relation to the capture of the Spanish slave vessel, called the Fenix, and recommend that suitable legislative provision be made for the maintenance of the unfortunate captives, pending the legislation which has grown out of the case.

ANDREW JACKSON.

NAVY DEPARTMENT, *January 14, 1831.*

SIR: I have the honor to enclose sundry communications relative to the Spanish slave vessel, called the Fenix, captured by the United States schooner Grampus, and carried into the port of New Orleans. They are accompanied by the decision of the district judge, ordering the marshal to take charge of the slaves found on board at the public expense; and also the opinion of the Attorney General of the United States, that their case is not provided for by the act of the 3d of March, 1819, and will therefore require legislative provision by Congress, for which purpose the papers are respectfully submitted.

I have the honor to be, very respectfully, your obedient servant,

JOHN BRANCH.

The President of the United States.

DEPARTMENT OF STATE, *Washington, January 13, 1831.*

The Secretary of State has the honor to transmit herewith to the Secretary of the Navy, agreeably to the request in his note of the 11th instant, the papers returned to this Department by that of the Navy, on the 21st of August, last year, in the case of the Spanish slave vessel Fenix, together with the copy of the opinion of the Attorney-General of the United States in that case; which copy accompanied the papers in question on their return to this office.

OFFICE OF THE U. S. DISTRICT ATTORNEY, *New Orleans, July 20, 1830.*

SIR: The Spanish schooner Fenix has arrived here as a prize to the U. S. schooner Grampus, under circumstances which you will find detailed in the accompanying copies of a letter of Lieutenant I. Mayo, and of the declaration of the master, &c., of the American brig Kremlin. I have libeled the vessel under the provisions of the 2d and 4th sections of the act of the 3d of March, 1819, chap. 200, but am much embarrassed as regards the course to be pursued with the slaves found on board of her. They are at present, to the number of seventy-four, in possession of the marshal of this district, who had received them from the officer who brought in the Fenix. I have not libeled them, because, even if they could be considered as cargo, they would not be liable to condemnation under the statute above referred to. They have been claimed by the owners of the vessel, who have prayed for restitution, with costs and damages; and a claim will probably be also interposed by the Spanish consul, acting on behalf of his government, on the ground of forfeiture for a violation of the laws of Spain. The slave trade is not absolutely forbidden to Spanish subjects by the treaty between Spain and Great Britain, and, as I understand, by laws passed in pursuance of that treaty. I have not been able to procure, at present, a copy of that treaty or of the laws, but believe that vessels engaged in the trade, with the slaves on board, are subject to capture by vessels of either nation, and are condemned by a mixed commission sitting in Havana.

But this is an offence of which our courts cannot entertain cognizance. In the case of the Antelope, reported in 10 Wheaton, page 114, it was declared by the Supreme Court that the right of bringing in for adjudication, in time of peace, vessels engaged in the slave trade, did not exist, even when the vessel belonged to a nation which had forbidden the trade. The case of the Fenix differs from that of the Antelope in these particulars: 1st. The latter vessel was found hovering on our coast with the intention of landing the slaves that were on board. 2d. American citizens had been engaged in transporting them from foreign parts, in contravention of the laws of the United States. 3. A portion of the slaves were brought into the jurisdiction of the United States without the consent or fault of the owners or their agents. Here the only offence charged is a piratical aggression, or rather an attempt to commit one, and the statute does not involve the cargo in the forfeiture. All the persons found on board (the slaves excepted) are Spaniards, and there is no evidence of any of our citizens being interested in the vessel or her cargo. She was captured at a distance from our coast; and there can be no cause to suspect any intended violation of our laws against the introduction of slaves. Should the vessel be condemned for the alleged piratical aggression, or should the court decide that there was a justifiable cause for detention, the slaves having been brought within the jurisdiction of the United States through the fault of the master, a question will present itself of considerable difficulty. Can a Spanish subject, engaged in a trade prohibited by the laws of his country, set up a title to property of this peculiar character, acquired in violation of their laws? and, if he cannot, what disposition is to be made of the negroes when the court shall have dismissed the claim? I shall await your instructions on this subject, and am, very respectfully, your obedient servant,

JOHN SLIDELL.

To the Hon. MARTIN VAN BUREN, *Secretary of State, Washington.*

Circumstances leading to and attending the seizure of the Fenix.

U. S. SCHOONER GRAMPUS, off Cape Hayti, St. Domingo, June 5, 1830.

At 1 o'clock, P. M., 5th June, highlands off Cape Hayti in sight, discovered a brig under a press of sail standing to the westward; made sail in chase. At 1:30, P. M., discovered a long low foretopsail schooner on the starboard beam of the brig (the Grampus being up on the brig's larboard beam) not far off, and standing for her. Upon seeing us, the schooner immediately jibed, and stood off from the brig to the northward, making all sail. At 2, P. M., spoke the American brig Kremlin, C. J. Hall, master, of Boston, from Antwerp, who expressed great joy at our timely coming up, saying that the schooner in sight had been dogging him for some time, and at last came close to him, and peremptorily ordered him to send his boat on board, &c., (as will be seen in Captain Hall's affidavit.) Immediately filled away, and made all sail in chase of the schooner. At 3, P. M., within musket shot of her, hoisted the American ensign, and fired three guns before she would show her colors; by this time close on board of her, when she hoisted Spanish colors, and backed her topsail, but continued to shoot ahead, evidently intending to tack to windward. Hailed, and ordered her to lower her sails immediately, or I would fire into her, seeing that she yet wished to escape by getting to windward; nor was it until I fired a shot close under her counter, which threw the water on board of her, that she hauled down her jib and lowered her mainsail. Dispatched a lieutenant with an armed crew; took out her commander and fourteen of her men, (she having a crew of twenty men and eighty-two slaves.) She is called the Finis or Fenix; an American built vessel of 90½ tons, Spanish; one gun of a large calibre, on a circle amidships, with small arms, &c., for twenty men, and well supplied with ammunition; reports to have sailed fourteen months since from the Havana, all of which time her commander reports having been upon the coast of Africa. This I much question: we know that most piracies, recently committed, have been by vessels engaged in this traffic.

In conformity to the instructions contained in the second section of "An act to protect the commerce of the United States, and punish the crime of piracy," it is incumbent on the commanders of United States vessels-of-war to detain and bring to trial a vessel of her character, caught under such circumstances.

It is very certain that the slave trade has become a pretext, and most piracies have been committed by slavers.

ISAAC MAYO, *commanding U. S. Schooner Grampus.*

U. S. SCHOONER GRAMPUS, off *Cape Hayti, St. Domingo, June 4, 1830.*

Mr. C. J. Hall, master of the brig *Krenlin*, of Boston, from Antwerp, bound to Cuba, certifies as follows, viz:

I, Christopher J. Hall, master of the above-named brig, do hereby certify, upon oath, that on Thursday, June 3, 1830, off Cape Cabron, Island of St. Domingo, at daylight in the morning, a suspicious-looking foretopsail schooner hove in sight, and from that hour until the following day at 10 o'clock, A. M., continued to dog me, making and shortening sail, evidently with an intention of keeping near me, ultimately approaching within speaking distance, and showing every symptom of hostility, his men being at a long gun, mounted amidships. I called all hands, and cleared away my three guns for action, distributing my small arms among my crew, being under a firm conviction that his intention was to attack me. As he peremptorily ordered me to send my boat on board, I observed to him that my boat was leaky, and I could not send her; he having all the while shown no colors. And I further certify it to be my positive belief, that nothing but my show of resistance prevented his attacking me. He then said, I will send my boat to you. My vessel is high sided, and I did not shorten sail for him. He ultimately hoisted Spanish colors, crossed my bow, and luffed off until 1 o'clock, P. M., when he jibed, and stood again towards me. At this moment I discovered a vessel standing for me, which I believed to be a cruiser, and was soon after spoken by the U. S. schooner *Grampus*. I gave to her commander my impressions that she was a suspicious vessel, and we parted company.

To the truth of the foregoing statement, I hereby make oath.

Sworn before Isaac Mayo, commanding U. S. schooner *Grampus*; G. C. Cooper, purser U. S. schooner *Grampus*; Israel Israel, vice consul for Cape Hayti.

C. J. HALL, *Master Brig Krenlin.*

I, Shubail A. Thomas, chief mate, and Oliver L. Chase, second mate of brig *Krenlin*, certify that the foregoing statement is true.

S. A. THOMAS.

O. L. CHASE.

In presence of O. S. GLISSON, *midshipman.*

I certify that the foregoing is a true copy of the original.

RICH'D H. MORRIS, *Lieutenant U. S. Schooner Grampus.*

WM. WHELAN, *Acting Surgeon U. S. Schooner Grampus.*

J. P. WILSON.

U. S. SHIP *ERIE, Pensacola, July 11, 1830.*

SIR: I have the honor to apprise you of the arrival at this port, for supplies, of the Spanish schooner *Fenix*, in the care of Lieut. J. P. Wilson, charged by Lieut. Comdt. Mayo with an attempt to depredate on the American brig *Krenlin*, of Boston, but which was prevented by the opportune appearance of the U. S. schooner *Grampus*, under his command. The accompanying communication of Lieut. Mayo, and the affidavit of the master and officers of the *Krenlin*, will make you acquainted with all the facts in the case; and which, in my mind, conclusively establish the charges made. If you will advert to the instructions under which each of my squadron sails, relatively to the present point, you will perceive that I have been particular in almost requiring, as a pre-requisite to the justifiable capture of a vessel thus charged, the commission of the overt act—the section of the law under which the capture is made authorizing a greater latitude. Conformably with your instructions of the 3d September, 1829, I have dispatched the prize to New Orleans, escorted by Captain Newton, in the *Natchez*, to the mouth of the river Mississippi, which he will pass in his intended cruise on the coast of Mexico. The small size of this vessel, and her crowded state, make it necessary she should arrive at New Orleans as early as possible. I have directed Lieut. Wilson to place the prize in tow of a steamboat, that he may be enabled to ascend the river without difficulty. Advices are received from the captain of the slaver, that the hermaphrodite brig *Manzanres* (which had depredated on the American ship *Candau* last fall) was on the coast of Africa at the period of his departure. Doubtless, Lieut. Comdt. Stringham, in the *Falmouth*, will be at the east end of the Island of Cuba at the time of her arrival there, and I trust will be so fortunate as to send her in to me. The promptness with which Lieut. Comdt. Mayo repaired to the assistance of the brig *Krenlin* calls forth my warmest approbation, and I trust will meet with the same reception at the Department. Lieut. Wilson is also entitled to commendation for his attention to the poor creatures under his charge, and the able performance of his general duties. I have furnished the slaves with fresh provisions in the quantities which their state rendered judicious, and which has already had a tendency to improve their condition and promote their comfort. To the prisoners I have also sent fresh bread, beef, and vegetables. That portion of the officers and men belonging to the prize schooner *Fenix*, now on board the *Grampus*, I will send in that vessel, which I look daily for, to New Orleans, as soon as possible.

I have the honor to be, very respectfully, your obedient servant,

J. D. ELLIOTT.

To the Hon. JOHN BRANCH, *Secretary of the Navy, Washington City.*

NOTE.—The communication and affidavit, referred to in the above letter, are duplicates of those appended to the letter of the district attorney of Louisiana.

PENSACOLA, August 8, 1830.

SIR: On the 11th ultimo, I had the honor to apprise you of my movements in relation to the piratical schooner *Fenix*, destined for New Orleans, (one of the ports named in your general instructions,) but which touched here for supplies. At the period of her capture by the schooner *Grampus*, the brig on

which she had attempted the outrage was destined for New Orleans, but had subsequently put into Havana, and will most probably take in a cargo there. A commission has, however, been sent, by which the deposition of the captain and officer can be had; and I have instructed Captain Rose, in the Erie, to touch off the harbor, and bring them to me at this place, or have them forwarded to New Orleans.

I have the honor to be, very respectfully, your obedient servant,

J. D. ELLIOTT.

To the Hon. JOHN BRANCH, *Secretary of the Navy, Washington City.*

OFFICE OF THE U. S. DISTRICT ATTORNEY, *New Orleans, July 16, 1830.*

Sir: I have your letters of the 11th instant, with the accompanying documents relating to the capture of the Spanish schooner Fenix.

Lieut. Wilson has not yet arrived here with his prize; and, upon inquiry at the custom house, I find that the brig Kremlin, upon which vessel the attempted piratical aggression is said to have been made, has not been reported there; they may both be daily expected. From an examination of the papers furnished by you, I do not think that a condemnation of the schooner can be expected; although, under all the circumstances of the case, there seems to have been sufficient ground for her detention. When her crew shall be examined, it is probable that we will be able to prove, from declarations of the captain or from other sources, the piratical intention with which the Kremlin was pursued and approached, or some previous acts of piracy committed by them on board of her; such proofs would entitle the captors to a decree of condemnation under the 2d and 4th sections of the act of 3d March, 1819. I shall libel the vessel immediately on her arrival, as I think this the more prudent course to pursue for the protection of the capturing officer; the facts represented being such as, in my opinion, will entitle him in any court to costs, &c., for a justifiable seizure. The character of the trade in which the vessel was engaged, (it being prohibited by the laws of Spain,) may perhaps deter the owners from interfering in the claim.

I am, very respectfully, your obedient servant,

JOHN SLIDELL.

To J. D. ELLIOTT, Esq., *commanding U. S. Squadron, Pensacola.*

NEW ORLEANS, *July 21, 1830.*

Sir: I reached here in the Fenix early on the morning of the 19th, and immediately delivered all the papers to the United States district attorney. In the course of the day the prisoners, vessel, and slaves were given in charge of the marshal. Yesterday a hearing was had before the United States district judge, and the prisoners set at liberty, he not considering the evidence sufficiently strong to authorize a full committal for trial: the vessel, however, has been libeled by the district attorney, and, strange as it may appear, the slaves by the owners of the vessel; they had an agent here before I arrived. This person, a Captain Barclay, was at Key West when I arrived there; left there for Havana the day I sailed for Pensacola, and reached here the day before me; he was, it seems, on his way to Pensacola when my arrival stopped him. The judge seems to be of opinion that the owners of the slaves can hold them if they give good security. The district attorney has written to the Secretary of State concerning this business, and advised me to address a note to the Spanish consul here, which I did—a copy of which I have sent to Lieutenant Commandant Mayo.

How the crew can be set at liberty, the vessel libeled for piracy by the United States, and the slaves by the owners of the vessel, are things which I, sir, cannot explain.

Under this state of things, I hope you will perceive, sir, I could not effect a valuation of the vessel and cargo; but I shall endeavor, as far as I am concerned, to make my conduct meet your approbation.

The Kremlin has not yet arrived; and if she should not arrive in a few days, I will give in my testimony and return to Pensacola, unless I receive different directions from you.

I am, sir, very respectfully, your obedient servant,

J. P. WILSON.

Commodore JESSE D. ELLIOTT, *commanding U. S. Naval Forces in the West Indies, Pensacola.*

NEW ORLEANS, *July 27, 1830.*

Sir: I had the honor of addressing you yesterday by mail, and in my letter stated the various conflicting positions in which the affair of the Fenix seemed to be placed; viz: that the vessel had been libeled for piracy, the crew set at liberty, and the negroes libeled by the owners; but as they have not been willing to give the security required, the negroes still remain, and, I presume, will remain, in the hands of the marshal.

In the opinion of the judge, the evidence was not sufficient to inflict any punishment upon the captain and crew, the only penalty in such cases being the forfeiture of the vessel, and the district attorney has hopes of condemning her.

The question still remaining, it seems, is, whether the negroes are free, or whether they revert to the owners of the vessel. Instructions on this head are required from Washington, and the district attorney has written to the Secretary of State for that purpose.

My object in addressing the Spanish consul was to prevent his giving any assistance to the owners of the vessel.

The Kremlin has not yet arrived, but I think must be up in the course of to-day.

I am, sir, very respectfully, your obedient servant,

J. P. WILSON, *Lieutenant U. S. Navy.*

Commodore JESSE D. ELLIOTT, *commanding U. S. Naval Forces in the West Indies.*

PENSACOLA, August 9, 1830.

SIR: The two communications, herewith accompanied, are those to which Lieutenant Wilson refers in his letter of the 22d ultimo, and are intended to accompany my letter of the 8th instant, numbered 62. I have the honor to be, very respectfully, your obedient servant,

J. D. ELLIOTT.

To the Hon. JOHN BRANCH, *Secretary of the Navy, Washington City.*

NEW ORLEANS, July 20, 1830.

SIR: I have the honor to inform you of the arrival here of the Spanish slave vessel Fenix, under my charge, which vessel was taken possession of on the 4th of June last by the United States schooner Grampus, for an alleged piratical attempt on the American brig Kremlin, of Boston.

The Fenix, when captured, had on board 82 slaves, and was direct from the coast of Africa.

As the captain and crew of the vessel have violated the laws of Spain by being engaged in this horrible traffic, I make this communication that you may take such steps as you may think proper against them.

I am, sir, very respectfully, your obedient servant,

J. P. WILSON, *Lieutenant U. S. Navy.*To Don ANTONIO ARGOTI VILLALOTON, *Spanish Consul, New Orleans.*SPANISH CONSUL'S OFFICE, *New Orleans, July 23, 1830.*

SIR: Yesterday afternoon I found at the post office the letter which, under date of the 20th, you have done me the honor of addressing me. You inform me in it of your arrival in the port with the Spanish slave vessel Fenix, captured by the United States schooner Grampus on the 4th June last, for an alleged piratical attempt on the American brig Kremlin, and discovered to be direct from the coast of Africa, with eighty-two slaves on board; and it is in consequence of her being engaged in this reprobated trade, by which the captain and crew have violated the laws of Spain, that you have thought fit to make this report to me, in order that I may take such steps against them as I may consider proper and necessary.

As it appears that the charge of piracy was without the least foundation, the law officer here having proceeded to the release and unqualified enlargement of the prisoners, I have to regret that they have not been carried to a Spanish port, to be tried by their national tribunal for the other offence against the Spanish laws, which would certainly have been fixed upon them. Such appears to be the practice of the officers of the British navy, as I have just seen that the Spanish brig Anelia, having on board one hundred and thirty slaves from the coast of Africa, has been carried to Havana by the British sloop-of-war Victor, bringing thus the offenders within the jurisdiction of the court whose duty it is to avenge the violated laws of Spain.

I will transmit a copy of your letter to the minister of his Catholic Majesty with the government of the United States, and also to the Captain General of the Island of Cuba, and await the instructions upon the subject.

I remain, with great respect, sir, your obedient servant,

ANTONIO ARGOTI VILLALOTON.

To J. P. WILSON, Esq., *Lieutenant of the U. S. Navy, New Orleans.*

OFFICE OF THE ATTORNEY GENERAL, U. S., August 18, 1830.

SIR: Your communication of the 16th instant has been duly received, with the accompanying documents. You ask my official opinion, whether the Africans found on board the Spanish vessel, called the Fenix, lately captured by the United States schooner Grampus, and brought into the port of New Orleans, come within the provisions of the act of the 3d March, 1819, prohibiting the slave trade, and, if so, what steps should be taken by the Department on the subject?

In reply, I have to state to you that this case is not, in my opinion, within the provisions of the act referred to. It is the case of a Spanish vessel, manned and navigated by Spaniards, found on the high seas at a distance from our shores, and which, though engaged in the slave trade, cannot, therefore, for that cause, be amenable to our tribunals. She is equally exempt, notwithstanding the laws of Spain have prohibited the trade, since our courts do not execute the penal laws of another country.

Thus much was settled in the case of the Antelope, in which so much was left unsettled, from a conflict of opinion between the judges. The great question on which the court divided, was, whether, under the circumstances of that case, our judicial tribunals were bound to restore. Restoration took place in conformity to the decree of the circuit court, which, in consequence of this division, was necessarily affirmed; but no principle in relation to this question was settled in the appellate tribunal.

It seems to me, sir, considering that such is the unsettled state of the law on this subject, that these Africans cannot with propriety be delivered up to any person claiming property in them, until the validity of such claim, and our obligation to deliver them, shall have been affirmed by the Supreme Court of the United States. The vessel was properly sent in for adjudication, under the act of the 3d March, 1819, "to protect the commerce of the United States, and to punish the crime of piracy." The Africans found on board are therefore rightfully in the possession of the court; whether they can be delivered to a claimant whose title to them is deduced from a traffic which is equally forbidden by the laws of his own country, and of ours, is a question which ought, I think, under the circumstances, to be referred to the highest judicial tribunal.

This course is not, however, without difficulty; the Africans must be supported pending the litigation, and, if the claim be repelled, must be disposed of in some manner which will be consistent with their rights and with the principles of humanity. Not coming within the provisions of the act of 1819, first referred to, the fund which is placed under the control of the President, by that act and subsequent acts, cannot be applied to these objects; still I apprehend it will be the duty of the district attorney to pursue the course suggested. Much expense may be saved by giving out these Africans on well secured bonds for their forthcoming. If restored, it will probably be on payment of costs and expenses by the claimant; and should the claim be repelled, and the final disposal of these persons devolve upon the government, Congress will no doubt, in the mean time, provide the funds necessary for the performance of a duty which will be equally enjoined by justice and humanity. Such an appropriation was made in 1829, in the case of the Africans wrecked on the coast of Florida, who were equally without the provisions of any existing law; and there is no reason to apprehend a refusal to provide for the present case. The papers accompanying your communication are returned.

I am, respectfully, sir, your obedient servant,

JNO. MACPHERSON BERRIEN.

To the SECRETARY of the Navy.

WASHINGTON, January 5, 1831.

DEAR SIR: You will of course recollect the case to which the enclosed letter relates, and which ought to have been addressed to you. I have advised the writer that I have communicated it to you.

Yours truly,

JNO. MACPHERSON BERRIEN.

To the HON. JOHN BRANCH.

NEW ORLEANS, December 20, 1830.

May I be permitted to solicit the attention of the Hon. the Attorney General of the United States to the propriety of having an act passed this session of Congress to meet the case of the Africans lately sent into this port by the United States schooner *Grampus*. According to the opinion, as given to our district attorney, the *Fenix*, the vessel on board of which the Africans were, was properly sent in for adjudication under the act of the 3d March, 1819, though the case did not come within the law of 1818. My disbursements have been considerable, and if I understood the Hon. the Secretary of the Navy, he required an appropriation to justify their payment.

With high consideration and respect, your obedient servant,

JOHN NICHOLSON, U. S. Marshal.

To the HON. JOHN MACPHERSON BERRIEN, Attorney General of the United States.

Court of the United States, Eastern District of Louisiana.

SPECIAL COURT.

FRIDAY, July 30, 1830.

Present, Hon. Samuel H. Harper.

Ex parte.—Sundry African negroes brought into this port in the schooner *Fenix*, captured by the United States schooner *Grampus* for an alleged piratical aggression committed on the American brig *Kenlin*. The Africans, by Alfred Heuner, Esq., claim the benefit of the writ of *habeas corpus*, and pray to be liberated, alleging that they are free men. This application is opposed by the district attorney, O. F. Benlignaine, deputy marshal, in obedience to the writ of *habeas corpus* issued in this case, appeared, and showed for cause that the negroes were delivered to him by Lieutenant Wilson, of the United States navy, prize master of the schooner *Fenix*, and that he was further instructed by the district attorney of the United States to take charge of the said negroes.

On this application, the court delivered its opinion as follows: "I have considered this cause with great solicitude, because it is a new one, so far as I know, in the United States, and because it greatly embarrasses the executive officer of this court, on account of expense and responsibility. In virtue of a law of the United States, the officers of the navy are instructed to capture all vessels guilty of piratical aggressions, without regard to what may be on board, whether negroes or anything else. Under these instructions the *Fenix* was captured, having eighty-two negroes on board, said to be from Africa, and bound to the Island of Cuba, as is alleged. The negroes being on board were necessarily brought with the vessel into this port, and delivered by the captors, together with the *Fenix* and her crew, to the marshal. The vessel has been libeled by the United States, and application made at the same time by the district attorney, in his official capacity, to the proper department of the government for his instructions relative to the further disposition of the negroes. Under these circumstances, what was the duty of the marshal? Had he a right to put them on shore, and set them at liberty? If he had that right, the captors might also have exercised it when they made the capture; but suppose they had been set at liberty, and it should turn out on investigation that the original possessor is either an American citizen or a resident of the United States, or that the capture was made in our waters, or that they were actually destined to one of our own ports, or that the government should declare itself competent to take charge of them under all the circumstances: in either of these cases they would be proper subjects for transportation to Africa, and, therefore, such premature discharge of them would have been an improper act, and for the same reasons it would have been improper to deliver them to any one until better advised. Pending the time necessary to ascertain all the facts and circumstances attending their capture, and also the requisite

time to learn the determination of the Government of the United States in relation to them, can they be legally discharged by virtue of a writ of *habeas corpus*, their *original and present confinement* arising from the necessity of the case? If they become, *ipso facto*, free, from the circumstance of their being landed in the United States, negroes *confessedly* brought here for *sale* from a foreign country would be equally entitled to be set at liberty; but the government has determined that such should not be set free, but should be sent to Africa. The act of Congress of 1807 permitted the States respectively to regulate the manner of disposing of people of color brought into them contrary to law, and Louisiana, being a slave-holding State, under that act *so d* such persons. But the act of 1819 forbids the exercise of that right, and declares that all such shall be transported to Africa. The *policy*, then, of the government is, that no people of that description shall remain in the country. It is, therefore, clear in my mind that foreign negroes, however introduced, cannot be set free *here*, nor can they be legally sold in this country under any circumstances; it follows, then, that they must in *all cases* either be sent home, or in some way be excluded from the United States. Besides, the Louisiana legislature, at the last session, passed a law declaring that all free persons of color, arriving in the State after the year 1825, should be compelled to leave it. If the court of the United States, sitting in Louisiana, were to declare these Africans to be free, and set them at liberty in the State, would not such act be in derogation of State rights? In any event they would be excluded from the State, and where would they go? Other States perhaps have similar laws; and thus they would be hunted like wild beasts from one extremity of the Union to the other. At such treatment humanity revolts; compared with which, slavery would be a blessing.

In any view of this subject, I think that which ought to have been done has been done, and that the marshal is bound, *ex officio*, to retain them at the expense of the government (in the first instance) until further or otherwise instructed.

CLERK'S OFFICE, *United States District Court, New Orleans, July 31, 1830.*

I certify the foregoing to be a true copy of the original opinion on record in my office.

Witness my hand and the seal of the court, the day and year above written.

T. W. LEA, *Clerk.*

21ST CONGRESS.]

No. 436.

[2D SESSION.]

EXPLANATORY ESTIMATE OF THE ANNUAL SUM NECESSARY TO MAINTAIN A NAVY YARD FOR BUILDING AND EQUIPPING SHIPS WITH DISPATCH.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 18, 1830.

NAVY DEPARTMENT, *January 14, 1831.*

SIR: I have the honor, in compliance with the resolution of the House of Representatives, of the 31st ultimo, calling for a report of the annual sum necessary to maintain a navy yard for building and equipping ships with dispatch, &c., to submit a communication from the Navy Commissioners on the subject.

I have the honor to be, very respectfully, sir, your obedient servant,

JNO. BRANCH.

The Hon. ANDREW STEVENSON, *Speaker of the House of Representatives.*

NAVY COMMISSIONERS' OFFICE, *January 6, 1831.*

Upon the subject of the resolution of the House of Representatives, of the 31st ultimo, the Commissioners of the Navy would respectfully observe, that to "maintain a navy yard for the building and equipping of ships with dispatch," (that is, dispatch equal to that afforded by any of our navy yards at this time,) would cost annually about \$50,000.

The "annual amount of deterioration of buildings," if such buildings were constructed of the most durable materials and in the most approved manner, could not, it is conceived, exceed five per cent. of their cost, and, probably, would be less.

The annual amount of interest of the money disbursed in the erection of buildings necessary for a navy yard, would depend upon the amount disbursed, and the rate of interest.

The expense of establishing a navy yard, and giving to it all the improvements and facilities necessary to build, repair and equip vessels of-war, of all classes, with the utmost dispatch, would be very considerable, but the interest on this cost would, particularly in time of war, be considered of no moment when compared with the great national advantages which would be gained by such dispatch, more especially should such yard be advantageously located, so as to admit free ingress and egress at all seasons of the year, and afford to ships-of-war all other necessary facilities.

I have the honor to be, &c., &c., &c.,

JOHN RODGERS.

Hon. JOHN BRANCH, *Secretary of the Navy.*

21st CONGRESS.]

No. 437.

[2d Session.]

ON CLAIM OF HENRY ECKFORD FOR RENT OF LAND AT SACKETT'S HARBOR FOR THE USE OF THE NAVY, AND FOR PURCHASE OF SAID LAND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 20, 1831.

Mr. WHITE, of New York, from the Committee on Naval Affairs, to whom was referred the petition of Henry Eckford, reported:

That they have had the same, and the papers relative to his claim, under consideration, and find that on the 17th day of February, 1829, the committee reported to the House thereon.*

In relation to Navy Point and hospital ground, the committee see no reason to change the opinion expressed in the report adopted by them. The interest on the money, since accrued, should be added to the amount then reported, and the account will then stand thus:

The consideration money for Navy Point and hospital ground.....	\$3,193 75
The interest thereon from January 1, 1823, at 7 per cent., the legal rate of interest of the State where the estate is situate, to May 1, 1829, six years and four months.....	1,415 83
Interest thereon for two years, ending May 1, 1831.....	447 13
Making, together, in full for that property.....	\$5,056 71

And for this amount they have provided in the bill now reported by them.

In the papers now submitted to the committee, Mr. Eckford claims, as equitable against the Government of the United States, for the cost of building dock at Sackett's Harbor, as per estimate.....	\$4,050 00
Interest thereon from January, 1815, to January 1, 1830, fifteen years, at 6 per cent. per annum.....	3,645 00
Making, together.....	\$7,695 00

If the value of the works for which this claim is asserted was proved to the satisfaction of the committee, the main difficulty to its allowance would still remain. It is known to the committee that Mr. Eckford was extensively employed in ship building for the United States at Sackett's Harbor, during the late war. The dock in question appears to have been erected in the execution of his contracts with the government. The committee have not been furnished with these contracts, but suppose the construction of this dock came within the intention of them, as a means necessary to enable him to build and launch the public vessels. The committee are satisfactorily informed that, at the close of the war, some of these building contracts were in execution, and the ship building arrested by order of the Department. Mr. Eckford alleged that he should be able to complete the ships in about thirty or forty days, and claimed the same compensation as he would have been entitled to if he had completed the work; and on a reference of the whole matter to arbitration, his claim was awarded to him, and he paid accordingly. Without going into the particulars of the matter submitted, the award and payments, the committee regard the transaction as a settlement of Mr. Eckford's claim for all work done at Sackett's Harbor in his ship building operations for the United States, and, on the information they now possess, see no reason for the allowance of this part of the present claim.

What is stated above, in relation to the property at Sackett's Harbor, is still true in the main. It appears now by Mr. Eckford's affidavit, that that property cost him.....	\$3,935 33
And he charges interest on it from January 1, 1815, to January 1, 1830, fifteen years, at 6 per cent., or.....	3,541 80
	\$7,477 13

But the committee find no proof that even as much as one acre of that wood-lot was in the actual occupation of the United States; and it is quite certain that the ship there, and the yard necessary for building, could cover only a few acres. The reasonable rent for this ground should be small, and proportioned to the actual value of the ground actually occupied by the United States.

To settle this dispute in an equitable manner, and enable the Navy Department to purchase so much of the land, not exceeding ten acres, as may be necessary for naval purposes, the committee have reported a section in the bill for Mr. Eckford's relief, appropriating \$2,500 for these purposes.

* For this report, see antecedent No. 388.

21ST CONGRESS.]

No. 438.

[2D SESSION.]

RECOMMENDATION THAT THE PAY AND ALLOWANCES OF THE OFFICERS OF THE MARINE CORPS BE INCREASED, AND THAT THE ALLOWANCES FROM THE CONTINGENT FUND OF THE NAVY BE DEFINED.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 25, 1831.

To the House of Representatives:

JANUARY 25, 1831.

I beg leave to call the attention of Congress to the enclosed communication from the Secretary of the Navy, in relation to the pay and other allowances of the officers of the marine corps, and to recommend the adoption of the legislative provisions suggested in it.

ANDREW JACKSON.

NAVY DEPARTMENT, *January 24, 1831.*

Sir: I have the honor to submit a letter from Col. Henderson upon the subject of the pay and other allowances of the officers of the marine corps.

A resolution sanctioning the continuance of these allowances was adopted by Congress on the 29th of May, 1830, which will expire by its own limitation on the 28th of the next month.

I am, therefore, induced respectfully to suggest the propriety of presenting the subject to the notice of Congress, for their consideration, and such legislative proceeding as they may deem the case to require.

I avail myself of the present occasion to bring again to your notice the want of legal direction for the allowances from the contingent fund, yearly appropriated for the navy, to cover expenses for various incidental purposes, with the hope that Congress may be disposed to make such legislative enactment on the subject as will place these allowances upon fixed and equitable principles, and relieve the officers of the navy and this Department from the existing embarrassments constantly arising from the various undefined claims upon that fund.

I have the honor to be, very respectfully, sir, your obedient servant,

JOHN BRANCH.

The President of the United States.

HEAD-QUARTERS OF THE MARINE CORPS, *Washington, January 13, 1831.*

Sir: The strong probability that no organization of the corps can be effected during the present session of Congress, induces me respectfully to call your attention to the condition to which the officers of the corps will be reduced after the 28th of February next. Their pay and emoluments, which at best are not comparatively equal to those of either the army or navy, will then be diminished more than one-third, unless some such relief is afforded to them as was given them by the last Congress.

As the commandant of the corps, I conceive it my duty to look to the interests of all its branches; and I now appeal, in behalf of all the officers, to your magnanimity, as well as your sense of justice, to prevent so heavy a penalty from resting on their shoulders. Under its former influence, some of the officers went to prison, and all of them suffered severe privations. Under such circumstances, the officers cannot but look with confidence to the head of their Department for aid, in support of allowances which they deem not only just, but on which their comfortable, if not their necessary subsistence almost entirely depends.

I remain, with great respect, your most obedient servant,

ARCHIBALD HENDERSON, *Lieut. Col. Commandant.*

The Hon. JOHN BRANCH, *Secretary of the Navy.*

21ST CONGRESS.]

No. 439.

[2D SESSION.]

ANNUAL REPORT ON THE NAVY PENSION FUND, FOR 1830.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 28, 1831.

NAVY DEPARTMENT, *January 27, 1831.*

Sir: In conformity to the provisions of the act of 23d of April, 1800, we have the honor herewith to lay before Congress the annual report of the navy pension fund.

We have the honor to be, very respectfully, &c.,

JOHN BRANCH,
JOHN H. EATON,
S. D. INGHAM,

Commissioners of the Navy Pension Fund.

To the Hon. the SPEAKER of the House of Representatives, U. S.

The commissioners of the navy pension fund respectfully report:

That the balance to the credit of the fund, in the hands of the Treasurer of the United States, on the 1st day of January, 1830, as per Register's statement, hereto annexed, marked A, was..... \$15,472 77
The receipts during the year 1830 by the Treasurer, on account of the fund, as detailed in the report of the Fourth Auditor, marked C, amounted to 111,727 43

Which, together, make the sum of \$127,190 20
A and B 105,804 11
Out of this fund the Treasurer has paid within the same period, as per Register's statements

Leaving in the Treasury on the 1st January, 1831 \$21,386 09

In addition to which, the Fourth Auditor reports a balance of \$15,848.10, in the hands of agents, applicable to the payment of pensions falling due on the first of January, 1831.

From the accompanying report of the Fourth Auditor, it appears that the amount of pensions to be paid this year cannot exceed \$30,047.36, and the miscellaneous claims, it is presumed, will not exceed those of the last year, (\$312.60,) which, added together, will make the sum of \$30,359.96, to be paid during the current year.

To meet this demand, the receipt on account of the fund may be estimated at \$42,423.64, to wit:
For interest on United States stocks, say \$38,000 00
For dividends on Washington and Union Bank stocks 1,450 00
For dividends on Washington Corporation stock 2,973 64
..... \$42,423 64

Leaving a surplus of \$12,063.68.

The Register reports the whole amount of United States stocks standing to the credit of the fund on the books of the Treasury on the 1st day of January, 1831, at \$878,600.53. These stocks consist of three, four and a half, and five per cents. All the six per cents. were redeemed last year; and, from the difficulty of procuring safe and productive stocks, in which to reinvest the amount redeemed by the government in January and July, together with \$2,731.70, six per cents., redeemed in 1829, a few months were unavoidably lost in negotiation, and, finally, it was determined in September last to invest \$78,000 in three per cents. United States stocks, for which \$82,325.82 were obtained, bearing interest from the 1st day of July preceding. Deducting, therefore, the actual cost from the nominal amount, the gain to the fund from this transaction is \$4,325.82. No other purchases or sales of the United States Bank or other stocks have been made by the commissioners since their last report.

Amount of stocks to the credit of the fund on 1st of January, 1831:

United States nominal	\$878,600 53
Washington Corporation stock, cost \$56,498.75	59,472 40
Washington Bank stock, cost \$14,260.00	14,000 00
Union Bank stock cost \$15,340.50	15,000 00
Columbia Bank (insolvent) stock, cost \$99,502.60	92,600 00
	<u>\$1,059,772 93</u>

The time for which pensions had been granted to many of the widows and children of deceased seamen having expired in the early part of last year, is the principal cause of the surplus of income before stated. Should it be the pleasure of Congress to renew these pensions, it is believed that the income of the fund will be fully adequate to meet the increased demands which, in that event, will be made on it.

Annexed to the before-mentioned statements will be found a list of pensioners, their rank, places where disabled, and the amount of pensions granted to them, &c. (See D and E.) Many of these persons, since the renewal of their pensions, have, doubtless, died. Their names, however, remain on the roll, and swell the volume; but where they have ceased to draw their pensions for two years past, their claims have not been taken into the estimate.

All of which is respectfully submitted.

By order of the commissioners of the navy pension fund.

WILLIAM HARDEMAN, *Secretary of the Navy Pension Fund.*

A.

Navy pension fund.

TREASURY DEPARTMENT, *Register's Office, January 20, 1831.*

Balance to credit of account 1st January, 1830	\$15,462 77
Repayments made in 1830	111,727 43
	<u>\$127,190 20</u>
Payments made in 1830	105,804 11
	<u>\$21,386 09</u>

Balance on 1st January, 1831.....

T. L. SMITH, *Register.*

B.

Statement of payments made into the Treasury, to the credit of the navy pension fund, during the year 1830; also the payments made by the Treasurer on account of said fund during the same period.

Date.	No. of war- rant.	By whom paid.	Amount.
Jan. 14..	411	The commissioners of the navy pension fund.....	\$1,486 82
July 8..	508	The commissioners of the navy pension fund.....	350 00
Aug. 21..	553	Benjamin Homans.....	300 00
Sept. 1..	560	The commissioners of the navy pension fund.....	68,300 98
Sept. 14..	576	The commissioners of the navy pension fund.....	720 00
Sept. 16..	578	David English, cashier.....	375 00
Sept. 29..	586	The commissioners of the navy pension fund.....	1,486 82
Nov. 15..	625	The commissioners of the navy pension fund.....	350 00
do	626	The commissioners of the navy pension fund.....	743 41
Dec. 7..	635	The commissioners of the navy pension fund.....	375 00
Dec. 22..	644	The commissioners of the navy pension fund.....	37,239 40
Amount paid to credit of the fund.....			\$111,727 43
Jan. 14..	1,183	Richard R. Bradford secretary.....	\$27 17
Jan. 20..	1,211	William Jones, postmaster.....	19 27
Feb. 18..	1,313	John H. Maguire.....	56 00
Feb. 22..	1,322	Patrick Fitzpatrick, late pilot.....	60 00
March 13..	1,410	William Berry, late boatswain.....	600 00
March 17..	1,436	John Goar, deceased.....	638 40
March 30..	1,540	United States Branch Bank, Savannah.....	120 75
March 31..	1,543	Henry Vickers, deceased.....	353 40
April 3..	1,582	Jonas A. Stone, pensioner.....	80 10
April 12..	1,640	Richard H. Bradford, secretary.....	62 50
April 17..	1,664	Robert Spedden, late lieutenant.....	364 50
do	1,666	United States Branch Bank, Portsmouth.....	54 23
April 21..	1,685	John Ball, boatswain.....	643 50
April 27..	1,709	— Sanders, late lieutenant, deceased.....	360 00
April 30..	1,726	Branch of the Farmers' Bank of Delaware, at New Castle.....	48 00
May 27..	1,890	Elizabeth Mays.....	57 00
June 2..	1,923	Richard H. Bradford, secretary.....	41 78
June 9..	1,948	United States Branch Bank, Baltimore.....	2,200 00
do	1,949	United States Branch Bank, Portland.....	500 00
do	1,950	United States Branch Bank, Charleston.....	400 00
do	1,951	United States Branch Bank, Lexington.....	550 00
do	1,952	United States Branch Bank, Norfolk.....	300 00
do	1,953	United States Branch Bank, Savannah.....	200 00
June 28..	2,050	United States Branch Bank, Savannah.....	40 00
July 12..	2,111	Richard R. Bradford, secretary.....	20 83
do	2,117	United States Branch Bank, Portsmouth.....	350 00
July 15..	2,140	United States Branch Bank, Norfolk.....	600 00
Aug. 2..	2,178	Patrick Fitzpatrick, pensioner.....	60 00
Aug. 7..	2,215	George A. Rankin.....	25 00
Aug. 20..	2,264	United States Branch Bank, Hartford.....	274 67
Sept. 9..	2,332	William Goar, son of John Goar, pensioner.....	265 68
Sept. 10..	2,337	Lydia A. Goar, daughter of John Goar, pensioner.....	835 68
do	2,339	Charles Cruikshank, for 1 book of 2½ quires.....	15 00
Sept. 14..	2,365	William McVaine, cashier.....	76,142 14
Oct. 1..	2,432	William McVaine, cashier.....	1,857 86
Oct. 11..	2,479	William Hardeman, secretary.....	70 05
Nov. 8..	2,555	Bernard McDonough, deceased.....	65 20
Nov. 15..	2,587	B. Kromhout, seaman, deceased.....	199 40
Dec. 18..	2,700	United States Branch Bank, Savannah.....	240 00
do	2,701	United States Branch Bank, Cincinnati.....	50 00
do	2,702	United States Branch Bank, New Orleans.....	700 00
Dec. 23..	2,720	United States Branch Bank, Portland.....	650 00
do	2,721	Bank of the United States, Philadelphia.....	3,000 00
do	2,722	United States Branch Bank, Baltimore.....	1,000 00
do	2,723	Farmers' Bank, New Castle.....	96 00
do	2,724	United States Branch Bank, Providence.....	350 00
do	2,725	United States Branch Bank, Portsmouth.....	300 00
do	2,726	United States Branch Bank, New York.....	4,860 00
do	2,727	United States Branch Bank, Norfolk.....	1,000 00
do	2,728	United States Branch Bank, Boston.....	5,000 00
Amount paid on account of the fund.....			\$105,804 11

T. L. SMITH, Register.

C.

TREASURY DEPARTMENT, *Fourth Auditor's Office, January 22, 1831.*

SIR: All the information with relation to the navy pension fund, for the year 1830, which the books of this office afford, will be found in the following statements.

I am, sir, respectfully, your obedient servant,

AMOS KENDALL.

The SECRETARY to the Commissioners of the Navy Pension Fund.

1. Receipts:

Amount transferred to the fund, being moneys repaid by Buller Cocke, late prize agent, pursuant to the provisions of the act of Congress, passed 20th April, 1816, in relation to the widows and children of the officers and crew of the Wasp.....	\$720 00
Amount received for dividends on stock of the Bank of Washington, to the 1st of November.....	\$700 00
Amount received for dividends on stock of the Union Bank, Georgetown, to the 1st of October.....	720 00
Amount received for dividends on stock of the corporation of Washington, to the 1st of October.....	3,717 05
	5,167 05
Amount received for interest on United States stocks, as per Register's statement, (marked B.).....	37,239 40
Amount received for United States six per cent. stocks of 1814 and 1815, redeemed.....	68,300 98
Amount repaid by Benj. Homans, in part of a balance due by him, as stated in last report.....	300 00
Total receipts.....	\$111,727 43

2. Expenditures:

Amount paid to pensioners, so far as accounts have been received and settled.....	\$28,568 33
Amount paid other than pensions, being for secretary's salary, postage, &c.....	312 60
Amount reinvested in three per cent. United States stocks, including \$194.52, paid for brokerage to the president of the Bank of the United States.....	78,00 00
Total expenditures.....	\$106,880 93

3. Balances due from agents to wit:

The president of the Farmers' Bank of Delaware, at New Castle.....	\$96 00
The president of the Bank of the United States, at Philadelphia.....	3,255 71
The president of the Branch Bank of the United States, at New York.....	7,901 73
The president of the Branch Bank of the United States, at Boston.....	4,630 38
The president of the Branch Bank of the United States, at Portsmouth, N. H.....	650 00
The president of the Branch Bank of the United States, at Portland, Me.....	728 00
The president of the Branch Bank of the United States, at Providence, R. I.....	868 06
The president of the Branch Bank of the United States, at Baltimore.....	2,952 62
The president of the Branch Bank of the United States, at Washington, D. C.....	621 80
The president of the Branch Bank of the United States, at Charleston, S. C.....	726 15
The president of the Branch Bank of the United States, at Norfolk, Va.....	2,003 85
The president of the Branch Bank of the United States, at Savannah, Ga.....	240 00
The president of the Branch Bank of the United States, at Hartford, Conn.....	396 00
The president of the Branch Bank of the United States, at New Orleans.....	692 53
The president of the Branch Bank of the United States, at Cincinnati, O.....	150 39
The president of the Branch Bank of the United States, at Lexington, Ky.....	590 00
	\$26,503 23

Accounts have been recently received from several of the above agents, which, when settled, will probably pass to their credit.....

10,655 13

Leaving a balance, to be applied to the payment of pensions falling due on the 1st of January, 1831, of.....

\$15,848 10

4. Amount of pensions now payable at the several agencies, per office roll, to wit:

At Portland, Maine, per annum.....	\$720 00
At Boston, per annum.....	4,606 00
At Hartford, Conn., per annum.....	396 00
At Portsmouth, New Hampshire, per annum.....	636 00
At Providence, R. I., per annum.....	648 00
At New York, per annum.....	7,312 00
At Philadelphia, per annum.....	3,636 00
At Baltimore, per annum.....	3,832 00
At Washington, D. C., per annum.....	1,248 00
At New Castle, Del., per annum.....	96 00
At Norfolk, Va., per annum.....	2,058 00
At Charleston, S. C., per annum.....	546 00
At Savannah, Ga., per annum.....	480 00
At Lexington, Ky., per annum.....	672 00
At Cincinnati, O., per annum.....	120 00
At New Orleans, per annum.....	672 00
	\$26,678 00

This sum was paid last year to pensioners by requisitions on the Treasury.....

3,369 36

If as much should be paid in the present year, the whole amount payable in 1831 will be

\$30,047 36

A list of pensioners, and amount of pensions accrued, for the year 1830.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.	
MAINE.							
Bryant, Lemuel	Seaman	Lake Ontario	Aug. 1, 1814	\$95 00		Portland, Maine.	
Clark, James	Gunner	Adams	April 25, 1814	120 00	May 10, 1826		
Drinkwater, Samuel	Pilot	Enterprise	Jan. 1, 1825	210 00	Jan., 1828		
Hatch, James	Quartermaster	General Pike	July 1, 1814	108 00	.....		
Hancock, Uriah	Seaman	Portsmouth	Oct. 16, 1719	72 00	July 15, 1823		
Spalding, William	Ordinary seaman	General Greene	Jan. 1, 1825	72 00	.....		
Merrill, James	do	Schooner Adams	Oct. 25, 1819	60 00	.....		
MASSACHUSETTS.							
Abbot, Samuel	Ordinary seaman	Frigate Congress	July 1, 1826	60 00	Feb. 7, 1827	Boston.	
Arbuckle, George	Seaman	Constellation	June 7, 1809	40 00	Jan. 5, 1827		
*Allen, Zeph.	Marine	Schooner Herald	Nov. 1, 1819	36 00	May, 1830		
Allister, Isaac	Seaman	Schooner Argus	July 1, 1819	36 00	.....		
Bald, William	do	Navy yard, Boston	July 1, 1829	108 00	.....		
Brown, Colten	Cook	Frigate Chesapeake	Aug. 22, 1809	108 00	.....		
Barrett, Joseph	Quartermaster	Frigate United States	April 17, 1813	108 00	Jan. 1, 1829		
Bennett, John	Seaman	General Pike	Dec. 14, 1814	72 00	.....		
Ball, John	Boatswain	Enterprise	July 24, 1815	108 00	.....		
Barker, Nathaniel	Seaman	Alligator	April 5, 1815	72 00	.....		
Bull, Jacob	Ordinary seaman	Macedonian	July 20, 1821	60 00	.....		
Blake, James	do	Columbus	July 26, 1822	60 00	Sept. 7, 1826		
Berry, Robert	Seaman	Navy yard, Portsmouth	June 22, 1829	72 00	Oct., 1829		
Chase, Leonard	Ordinary seaman	Warren	Aug. 1, 1828	60 00	.....		
Coates, Russel	Quartermaster	Enterprise	Dec. 1, 1813	60 00	.....		
Colton, Samuel	Marine	President	Nov. 5, 1813	36 00	.....		
Caldwell, John	Seaman	Chesapeake	April 23, 1814	72 00	.....		
Chamberlain, John	Boatswain	Gunboat No. 100	March 29, 1815	60 00	.....		
Cathcart, Robert	Seaman	Macedonian	Sept. 20, 1816	72 00	July 15, 1830		
Cearson or Cassin, George	Quartermaster	Lake Champlain	Feb. 16, 1815	60 00	.....		
Garcy, Dennis	Ordinary seaman	Boston	Jan. 1, 1819	84 00	Feb. 15, 1826		
Davidson, John	Lieutenant	Herald	March 1, 1802	240 00	.....		
Dyer, Wheatley	Ordinary seaman	Portsmouth, New Hampshire	March 10, 1815	60 00	.....		
Ewell, Asa	do	Chesapeake flotilla	Feb. 9, 1816	60 00	.....		
*Evans, Ebenezer	Seaman	do	March 2, 1815	72 00	.....		
Eles, William	do	Columbus	Aug. 1, 1822	72 00	.....		
Edwards, Thomas	Quartermaster	Brig. Firefly	Jan. 1, 1823	72 00	Jan. 1, 1829		
Elan, Jesse	Seaman			36 00	Aug. 1, 1830		do
* Discontinued permanently.							

* Discontinued permanently.

A list of pensioners, and amount of pensions accrued, for the year 1830.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
Fallows, Jonathan.....	Boat. yeoman.....	Ship Hornet.....	Aug. 28, 1815.....	\$108 00.....	.....	Boston.
Green, Samuel H.	Quartermaster.....	Frigate Constitution.....	Jan. 1, 1819.....	108 00.....	June 5, 1830.....	
Greyer, John	Seaman.....	Dartmoor massacre.....	April 6, 1815.....	72 00.....	.....	
Hammonds, James D.	do	Constitution.....	Dec. 29, 1829.....	72 00.....	.....	do
Hazier, Peter.....	do	Columbus.....	Oct. 18, 1820.....	72 00.....	June 20, 1832.....	
Hamilton, John	do	United States.....	May 1, 1827.....	72 00.....	.....	do
Ingersoll, William.....	Boatswain.....	Schooner Independence.....	June 5, 1821.....	120 00 ⁴	Sept. 4, 1830.....	
Kewse, Thomas.....	Quartermaster.....	Chesapeake.....	Oct. 11, 1813.....	108 00.....	.....	do
McDonough, Henry.....	Seaman.....	Guerriere.....	March 24, 1816.....	72 00.....	.....	
McCollum, Andrew.....	Marine.....	Head-quarters.....	April 1, 1817.....	95 00.....	.....	
McBurn, Thomas.....	Seaman.....	Essex.....	July 29, 1814.....	72 00.....	.....	do
Mitchell, John.....	do	do	July 25, 1818.....	120 00.....	.....	
Mieg, Enoch M.....	Quartermaster.....	Frigate Essex.....	April 1, 1823.....	95 00.....	June 20, 1827.....	do
McMahon, Peter.....	Ordinary seaman.....	Frigate Constitution.....	Nov. 2, 1807.....	84 00.....	Sept., 1829.....	do
McCracken, John.....	Boatswain's mate.....	Peacock.....	Jan. 1, 1820.....	144 00.....	Nov. 9, 1826.....	do
Nicholls, William.....	Ordinary seaman.....	Essex.....	July 29, 1814.....	60 00.....	June, 1824.....	do
Onans, Isaac.....	Seaman.....	Ship Argus.....	June 26, 1821.....	72 00.....	.....	do
Peterson, John.....	Ordinary seaman.....	Chesapeake.....	Sept. 10, 1813.....	60 00.....	.....	
Poulton, Robert.....	do	Constitution.....	Dec. 11, 1814.....	60 00.....	.....	do
Quigly, Michael.....	do	Navy yard, Charlestown.....	March 11, 1825.....	60 00.....	.....	
Quill, David.....	Quartermaster.....	Constitution.....	Feb. 20, 1820.....	60 00.....	July 15, 1830.....	do
Rolfe, Nathaniel.....	Seaman.....	Frigate United States.....	Dec. 14, 1813.....	72 00.....	do	do
Smith, Aaron.....	Ordinary seaman.....	Frigate Constitution.....	Aug. 1, 1828.....	30 00.....	Aug. 1, 1830.....	do
Shapely, John.....	Cook.....	Schooner Boston.....	June 11, 1801.....	108 00.....	.....	do
Santon, Patrick.....	Ordinary seaman.....	Constitution.....	Jan. 1, 1811.....	72 00.....	June 20, 1823.....	
Stewart, William.....	Seaman.....	Chesapeake.....	Sept. 10, 1813.....	48 00.....	.....	do
Sawyer, Samuel.....	do	Schooner Ticonderoga.....	Feb. 16, 1815.....	72 00.....	June 21, 1827.....	
Savens, Benjamin.....	Master's mate.....	Gambel No. 109.....	June 27, 1814.....	120 00.....	Dec. 22, 1825.....	do
Shaw, John.....	Seaman.....	United States.....	May 1, 1817.....	72 00.....	.....	do
Smith, John.....	Quartermaster.....	Frigate Guerriere.....	Oct. 1, 1817.....	72 00.....	.....	
Sparhawk, Benj. D.....	Boatswain's mate.....	President.....	April 2, 1829.....	108 00.....	.....	do
Taft, Silas.....	Marine.....	do	Jan. 1, 1806.....	35 00.....	.....	
Thompson, William.....	Boatswain's mate.....	Schooner Wasp.....	Jan. 1, 1816.....	114 00.....	July 14, 1824.....	do
Trumbull, James.....	Ordinary seaman.....	Dartmoor massacre.....	April 6, 1815.....	60 00.....	.....	do
Townsend, Seth.....	Seaman.....	Washington.....	April 17, 1817.....	72 00.....	.....	
Tucker, Samuel.....	Capt. revolutionary war.....	By act of Congress, March 3, 1821.....	Jan. 1, 1818.....	240 00.....	.....	do
Taylor, Owen.....	Seaman.....	Constitution.....	Jan. 1, 1821.....	72 00.....	July 15, 1830.....	
Tyler, Samuel E.....	do	Frigate United States.....	March 1, 1824.....	48 00.....	.....	do

A list of pensioners, and amount of pensions awarded, for the year 1830—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pensions.	Renewable two years; from what date.	Where payable.
NEW HAMPSHIRE.						
Waldo, Charles F.	Master's mate.	Constitution.	March 18, 1813.	\$120 00	.....	.....
Woodbury, Peter.	Quartermaster.	do	do	108 00	Feb. 17, 1820.	Boston.
Wood, William.	Seaman.	Essex.	July 29, 1814.	72 00	.....	.....
Welch, William.	do	Frigate United States.	Aug. 28, 1815.	60 00	.....	.....
Welch, Michael.	Ordinary seaman.	Boston.	Feb. 1, 1824.	60 00	.....	.....
NEW HAMPSHIRE.						
Banks, Edward.	Ordinary seaman.	Dartmouth prison.	July 1, 1819.	72 00	July, 1828.	Portsmouth.
Dunn, Richard.	do	Constitution.	Jan. 1, 1829.	72 00	.....	.....
Forstth, Robert.	Marine.	Schooner Portsmouth.	May 18, 1799.	36 00	Jan. 5, 1826.	do
Grant, John.	Seaman.	Chesapeake.	June 29, 1815.	72 00	Dec. 24, 1825.	do
Hodgkins, John.	Carpenter's mate.	Schooner Madison.	July 1, 1814.	84 00	do	do
Lloyd, John.	Marine.	Navy yard, Charlestown, Mass.	June 8, 1819.	36 00	June 23, 1826.	do
Mushwey, John.	Boatswain.	Congress.	July 4, 1800.	120 00	Dec. 24, 1825.	do
Odiorne, Samuel, jr.	Seaman.	Navy yard, Portsmouth.	July 1, 1829.	72 00	.....	do
Veazy, John.	Quartermaster.	Chesapeake.	Dec. 10, 1817.	54 00	March, 1824.	do
RHODE ISLAND.						
Bosworth, Samuel.	Seaman.	Constitution.	July 3, 1823.	72 00	July 2, 1830.	Newport, R. I.
Bassett, Isaac.	Ordinary seaman.	Newport station.	Jan. 29, 1816.	60 00	.....	.....
Cornell, George.	Carpenter's mate.	Ship Lawrence, Lake Erie.	Dec. 1, 1826.	108 00	Dec. 1, 1830.	do
Kelly, James.	Sergeant marines.	Bladenburgh.	March 18, 1830.	36 00	.....	.....
Madison, Andrew.	Seaman.	Lawrence, Lake Erie.	May 23, 1814.	60 00	Jan. 15, 1828.	do
Payne, William.	Ordinary seaman.	Independence.	Sept. 9, 1814.	60 00	.....	.....
Stearns, Isaac.	Marine.	Frigate New York.	Sept. 30, 1802.	36 00	.....	.....
Wright, Reuben.	Carpenter's mate.	Lake Erie.	May 20, 1815.	96 00	July 15, 1830.	do
CONNECTICUT.						
Bradley, Schuyler.	Seaman.	Schooner Enterprise.	April 4, 1814.	72 00	Dec. 23, 1835.	Hartford, Conn.
Clements, John.	do	Constitution.	July 1, 1829.	72 00	.....	.....
Chapman, Nathaniel.	Quartermaster.	Schooner Tigress.	Jan. 10, 1815.	96 00	July 1, 1830.	do
Field, Edward.	Surgeon's mate.	Schooner Congress.	July 1, 1801.	120 00	Jan. 4, 1830.	do
Lewis, William.	Marine.	Chesapeake.	Dec. 15, 1813.	56 00	March 9, 1827.	do
Lee, Richard.	Quartermaster.	Lake Champlain.	July 1, 1820.	72 00	June 23, 1829.	do
Williams, John.	Seaman.	Hornet.	July 1, 1818.	72 00	Sept. 11, 1827.	do
NEW YORK.						
Albro, George.	Quartermaster.	Hornet.	March 3, 1819.	72 00	.....	New York.
Allen, Bernard.	Seaman.	Brig Jones.	Oct. 9, 1816.	60 00	.....	do
Albrecht, Jacob.	do	President.	Aug. 4, 1814.	72 00	.....	do
Angus, Samuel.	Captain.	Land action.	June 2, 1824.	600 00	July 15, 1830.	do
Arche, John.	Seaman.	Sloop-of-war Peacock.	July 1, 1829.	72 00	.....	do

A list of pensioners, and amount of pensions accrued, for the year 1830—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
Burr, Nathan	Quartengunner.	Gunboat No. 162	May 27, 1829	\$54 00 .....	.....	New York.
Bryant, Samuel	Seaman	Ontario	March 5, 1830	3 00 .....	.....	do
Brady, John	Private marine	Vincennes	June 1, 1830	48 00 .....	.....	do
Bernard, John	Marine	For his long and faithful services ..	Jan. 1, 1829	36 00 .....	.....	do
Baptiste, John	Boy	Constellation	Feb. 13, 1800	35 00 .....	.....	do
Barnes, Dominick	Marine	Gunboat No. 53	May 11, 1809	23 00 .....	.....	do
Barnard, Peter	Ordinary seaman	Enterprise	Dec. 1, 1813	45 00 .....	.....	do
Brennen, John	Seaman	Flotilla, New York	July 18, 1814	72 00	Sept. 22, 1825 ..	do
Burney, William	do	Peacock	May 26, 1814	73 00 .....	.....	do
Brett, Edmund	Marine	John Adams	June 12, 1815	35 00	Dec. 31, 1825 ..	do
Butler, John	Seaman	Congress	Oct. 9, 1816	72 00 .....	.....	do
Brannon, John	do	June 28, 1815	June 28, 1815	60 00	Aug. 14, 1827 ..	do
Butler, Samuel	Quartengunner	Stratega, Lake Champlain ..	Aug. 28, 1815	95 00	Feb. 15, 1826 ..	do
Blair, John	Seaman	Hornet	June 22, 1828	60 00	June 30, 1826 ..	do
Brown, Adam	do	John Adams	Feb. 26, 1820	72 00 .....	.....	do
Booker, Jacob	Ordinary seaman	Brig Spark	May 4, 1829	60 00	Dec. 31, 1825 ..	do
Brown, James	Boatswain's mate	Guerriere	June 6, 1820	120 00	do	do
Barton, George	Quartengunner	Constellation	July 1, 1817	54 00 .....	.....	do
Brown, John	Seaman	Gunboat No. 110	July 1, 1829	72 00 .....	.....	do
Cannon, John H.	Corporal marines	Schooner Dolphin	Oct. 27, 1829	48 00 .....	.....	do
Carberry, John	Cooper	Brig Enterprise	Dec. 9, 1807	54 00 .....	.....	do
Clay, Charles	Seaman	Wasp	Sept. 1, 1810	73 00 .....	.....	do
Clarke, Christian	do	Constitution	May 4, 1813	72 00	Sept. 8, 1820 ..	do
Colston, Samuel	do	United States	Sept. 6, 1813	33 00	June 13, 1825 ..	do
Cain, William	do	Hornet	Aug. 24, 1814	73 00 .....	.....	do
Collins, John	do	Enterprise	Feb. 6, 1813	72 00 .....	.....	do
Cocklin, Zachariah	Ordinary seaman	United States	Feb. 16, 1815	72 00	Feb. 15, 1828 ..	do
Campbell, Benjamin	Sergeant marines	Brig Eagle	Aug. 23, 1815	60 00	Feb. 12, 1824 ..	do
Campbell, John	Boatswain	Hornet	Aug. 1, 1814	95 00	Feb. 17, 1829 ..	do
Crawford, Thomas	Seaman	Lake Ontario	April 1, 1820	60 00 .....	.....	do
Cunningham, Shubael	do	Schooner Freibrand	July 29, 1814	43 00	Sept. 31, 1827 ..	do
Cotter, Joseph	Boatswain's mate	Essex frigate	Nov. 5, 1822	108 00	Dec. 22, 1825 ..	do
Christie, David	Marine	Sackett's Harbor	July 1, 1823	48 00 .....	.....	do
Cole, John	Ordinary seaman	Lake Erie	July 1, 1829	60 00 .....	.....	do
Dorrie, Jacob	Seaman	Sackett's Harbor	July 1, 1802	102 00	Jan. 5, 1828 ..	do
Downes, William B.	do	Frigate President	Dec. 8, 1814	60 00	Dec. 24, 1829 ..	do
Dennis, John	do	Schooner Saratoga	April 25, 1815	60 00 .....	.....	do

* Discontinued permanently.

D.—A list of pensioners, and amount of pensions accrued, for the year 1830.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
Boile, Thomas.....	Quartermaster	Hornet.....	Jan. 18, 1817.....	\$36 00	.....	New York.
Davis, James.....	Quartermaster	Ontario.....	March 18, 1817.....	108 00	.....	do
Davis, William.....	Seaman.....	At the lakes.....	Feb. 18, 1813.....	72 00	.....	do
Dunn, John.....	Marine.....	John Adams.....	May 31, 1819.....	36 00	Jan. 7, 1824.....	do
Dean, Samuel.....	Seaman.....	Erie ship.....	Jan. 25, 1820.....	72 00	Dec. 23, 1825.....	do
Donah, Thomas.....	do.....	Guerrero.....	Nov. 15, 1819.....	72 00	.....	do
Dunlap, John.....	Quartermaster	Ship Niagara.....	March 22, 1822.....	108 00	Jan. 1, 1820.....	do
Denile, John.....	Seaman.....	Proving powder for the navy.....	Dec. 1, 1825.....	72 00	.....	do
Eastman, Jacob.....	Captain.....	Constitution.....	Aug. 1, 1825.....	108 00	.....	do
Fitzsimmons, William.....	Ordinary seaman.....	New York.....	May 20, 1801.....	84 00	.....	do
Francis, John.....	Marine.....	United States.....	Nov. 10, 1813.....	36 00	.....	do
Ford, John.....	Seaman.....	At Black Rock.....	April 1, 1815.....	60 00	.....	do
Fallersee, John.....	Landman.....	Cyane.....	Aug. 1, 1827.....	48 00	Sept. 1, 1829.....	do
Farrell, William.....	Seaman.....	Java, Mediterranean.....	July 1, 1827.....	72 00	.....	do
Farrell, Nicholas T.....	Private marine.....	Fulton receiving ship.....	March 10, 1830.....	36 00	.....	do
Gilligan, Patrick.....	Marine.....	do.....	Jan. 5, 1830.....	36 00	.....	do
Gillen, Peter.....	Seaman.....	Gambet No. 41.....	Oct. 20, 1814.....	60 00	Dec. 24, 1825.....	do
Green, Leonard.....	Quartermaster	Essex.....	March 10, 1816.....	148 00	.....	do
Green, Peter.....	Seaman.....	Brig Chipewau.....	Aug. 3, 1817.....	60 00	Dec. 24, 1825.....	do
Gore, Thomas.....	Ordinary seaman.....	President.....	Jan. 1, 1822.....	30 00	Dec. 15, 1824.....	do
Grant, James.....	do.....	Delaware.....	July 1, 1829.....	96 00	.....	do
Hall, John.....	Quartermaster	Vincennes.....	Sept. 20, 1830.....	54 00	.....	do
Hale, Roswell.....	Ordinary seaman.....	Lake Erie.....	Dec. 25, 1819.....	60 00	July 18, 1830.....	do
Hewitt, William.....	Marine.....	Ship Hornet.....	Jan. 18, 1819.....	72 00	.....	do
Hobbs, Seth.....	do.....	Constitution.....	May 10, 1802.....	36 00	.....	do
Hurlingham, Wm.....	Seaman.....	Schooner Nonsuch.....	Feb. 18, 1814.....	72 00	.....	do
Hammond, Stephen.....	do.....	President.....	Sept. 27, 1816.....	72 00	.....	do
Hagman, Daniel.....	Ordinary seaman.....	John Adams.....	Jan. 27, 1815.....	60 00	.....	do
Hutton, George.....	Quartermaster	Schooner Alert.....	June 17, 1816.....	96 00	.....	do
Huytt, John.....	Seaman.....	Constitution.....	March 18, 1813.....	72 00	Feb. 15, 1823.....	do
Hudlen, John.....	do.....	Chesapeake.....	Aug. 15, 1807.....	72 00	.....	do
Jackson, James.....	do.....	Constitution.....	March 14, 1816.....	60 00	Dec. 24, 1825.....	do
Johnson, John.....	do.....	Essex.....	July 20, 1814.....	72 00	.....	do
Jackson, Thomas, 2d.....	Quartermaster	Frigate Chesapeake.....	July 28, 1818.....	108 00	Nov. 24, 1820.....	do
Kelly, Thomas.....	Seaman.....	President.....	April 23, 1815.....	48 00	July 16, 1825.....	do
Kearney, John.....	Quartermaster	Ontario.....	July 1, 1825.....	54 00	Jan. 21, 1828.....	do
Lewis, James A.....	Quartermaster	.....	April 35, 1814.....	108 00	.....	do
Lazarro, John.....	Seaman.....	Essex.....	July 29, 1814.....	60 00	Dec. 24, 1825.....	do

D—A list of pensioners, and amount of pensions accrued, for the year 1830—Continued.

Names of pensioners.		Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
Lincoett, James	Seaman	Enterprise	April 5, 1815	\$36 00	Dec. 24, 1825	New York.	
Lane, Timothy	Cook	Gumboat 110, Charleston station.	March 25, 1816	96 00	July 1, 1830	do	
McMann, James	Ordinary seaman	Guerrero	March 6, 1820	60 00	do	do	
Melzer, Roger	Marine	Constitution	April 27, 1812	36 00	do	do	
Maher, John	Seaman	Frigate United States	March 9, 1813	72 00	do	do	
McCarthy, John	Purser's steward	Gumboat No. 106	May 1, 1815	60 00	Jan. 21, 1828	do	
Melville, John	Seaman	President	Aug. 21, 1815	60 00	do	do	
Moran, William	do	Guerrero	Dec. 5, 1815	72 00	July 4, 1820	do	
McKernan, James	do	do	Nov. 22, 1815	72 00	Nov. 22, 1825	do	
Males, Emory	Ordinary seaman	Ereux	Jan. 1, 1816	60 00	do	do	
Melanes, Samuel	Boy	do	July 30, 1814	60 00	July 1, 1829	do	
Moss, James	Purser's steward	Schooner Lawrence, Erie	April 23, 1816	108 00	do	do	
Marls, Enos	Ordinary seaman	Lake Champlain	Feb. 16, 1815	60 00	Feb. 22, 1827	do	
McMahon, Jere	do	Brig Firefly	June 28, 1815	60 00	do	do	
Melcod, Colin	Boatswain	Brig Argus	Dec. 1, 1815	120 00	do	do	
McKenzie, Matthew	Seaman	Hornet	Dec. 10, 1819	72 00	do	do	
McLaughlin, Patrick	Ordinary seaman	Gumboat No. 42	Nov. 1, 1815	84 00	Jan. 1, 1827	do	
Moore, Charles	Seaman	Constellation	Aug. 5, 1822	72 00	Jan. 21, 1828	do	
Maria, Antonio	do	Schooner Carolina	June 7, 1815	72 00	do	do	
Marls, Joseph	do	Frigate United States	May 1, 1827	72 00	do	do	
Manchester, Giles	Ordinary seaman	do	do	60 00	do	do	
Mitchell, John	Seaman	Constitution	Nov. 12, 1824	72 00	do	do	
Myers, John	do	Vincennes	Nov. 1, 1828	72 00	do	do	
Nesbit, William	do	President	April 18, 1815	48 00	Jan. 19, 1830	do	
Nicherson, James	do	do	Feb. 1, 1820	72 00	Dec. 24, 1825	do	
Oliver, Thomas	do	Ereux	July 29, 1814	72 00	do	do	
O'Neal, Cornelius	do	Peacock	July 15, 1825	72 00	March 13, 1830	do	
Parker, William	do	Schooner Governor Tompkins	Aug. 4, 1813	72 00	do	do	
Pierce, George	do	Guerrero	Nov. 22, 1815	48 00	do	do	
Peterson, John	do	Schooner Madison	May 24, 1816	72 00	do	do	
Parker, Benjamin H.	do	Schooner Columbus	Sept. 29, 1821	54 00	March 2, 1825	do	
Phyfer, Stephens	Ordinary seaman	Sackett's Harbor	April 4, 1825	84 00	Dec. 13, 1827	do	
Powers, John	Marine	Franklin 74	July 1, 1826	36 00	Dec. 26, 1829	do	
Piner, John	Ordinary seaman	Macedonian	Nov. 6, 1828	60 00	March 23, 1829	do	
Peck, Daniel	Seaman	Java, Mediterranean	July 1, 1829	72 00	do	do	
Rice, John	do	Vincennes	July 19, 1830	72 00	do	do	
Robinson, John	do	United States	April 16, 1813	72 00	do	do	
Rodgers, William	Quartermaster	President	April 25, 1815	96 00	do	do	

D.—A list of pensioners, and amount of pensions accrued, for the year 1830.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pensions.	Renewable two years; from what date.	Where payable.
Rogers John.....	Marine.....	President.....	May 1, 1815.....	\$50 00.....	.....	New York.
Reed, Thomas.....	Seaman.....	Peaceck.....	Nov. 16, 1815.....	60 00.....	.....	do
Roland, Edward.....	Ordinary seaman.....	Lake Champlain.....	March 29, 1815.....	48 00.....	.....	do
Rhodes, Remondé.....	Seaman.....	quétiers.....	Dec. 5, 1815.....	72 00.....	June 3, 1830.....	do
Loggers, James.....	Sailingmaster.....	President.....	July 27, 1815.....	180 00.....	.....	do
Ratler John.....	Quatermaster.....	Schooner Ontario.....	July 1, 1822.....	72 00.....	.....	do
Rees, Edward.....	Boy.....	Constitution.....	Jan. 1, 1827.....	36 00.....	Nov. 19, 1829.....	do
Smith, John.....	Seaman.....	Gunboat No. 163.....	July 1, 1822.....	72 00.....	Dec. 31, 1825.....	do
Seiver, John.....	do.....	Hornet.....	April 10, 1811.....	60 00.....	April 9, 1825.....	do
Stanley, George.....	Purser's steward.....	Lake Erie.....	May 20, 1814.....	72 00.....	.....	do
Strauder, John.....	Seaman.....	Lawrence, Erie.....	June 20, 1814.....	72 00.....	.....	do
Stiffen, John.....	Carpenter's mate.....	Argus.....	Jan. 8, 1815.....	72 00.....	.....	do
Spratt, William.....	Ordinary seaman.....	Schooner Saratoga.....	Feb. 16, 1815.....	48 00.....	.....	do
Smith, Daniel.....	Seaman.....	Schooner Superior, Lake Ontario.....	July 6, 1815.....	60 00.....	.....	do
Stone, John.....	do.....	Essex.....	July 13, 1814.....	72 00.....	.....	do
Smith, Parnell.....	do.....	Schooner Saratoga.....	Feb. 16, 1815.....	48 00.....	.....	do
Smith, John, 3d.....	Ordinary seaman.....	Brandywine.....	June 1, 1827.....	60 00.....	June 1, 1830.....	do
Smart, William.....	do.....	United States.....	June 1, 1827.....	60 00.....	March 20, 1829.....	do
Tinkins, Peter.....	Seaman.....	Big Argus.....	March 9, 1819.....	48 00.....	Feb. 25, 1824.....	do
Townsend, Henry.....	Ordinary seaman.....	Lake Champlain.....	Dec. 18, 1814.....	60 00.....	.....	do
Thomas, George, (black).....	Seaman.....	Washington.....	Aug. 3, 1818.....	72 00.....	.....	do
Valance, Isaac.....	Quatermaster.....	Essex.....	March 15, 1815.....	90 00.....	Jan. 1, 1830.....	do
Valle, William.....	Marine.....	Warren.....	Dec. 29, 1828.....	60 00.....	.....	do
Williams, James.....	Ordinary seaman.....	John Adams.....	Feb. 5, 1816.....	60 00.....	.....	do
Wells, William.....	Seaman.....	Congress.....	March 19, 1812.....	72 00.....	.....	do
Williams, Charles.....	Ordinary seaman.....	Lake Erie.....	Feb. 7, 1815.....	48 00.....	.....	do
Williams, Charles.....	Seaman.....	Shark.....	Dec. 4, 1815.....	48 00.....	Jan. 10, 1824.....	do
Wright, John.....	Quatermaster.....	Hornet.....	Jan. 1, 1818.....	72 00.....	.....	do
Wright, John.....	Seaman.....	Gunboat No. 165.....	Nov. 1, 1818.....	90 00.....	.....	do
Warner, James.....	Quatermaster.....	Schooner Franklin.....	Feb. 29, 1820.....	144 00.....	.....	do
Webb, Thomas.....	Seaman.....	Shark.....	April 5, 1822.....	48 00.....	.....	do
Webb, John.....	Ordinary seaman.....	Franklin.....	May 1, 1822.....	60 00.....	Jan. 23, 1828.....	do
Wright, John.....	do.....	United States.....	May 31, 1824.....	60 00.....	June 12, 1829.....	do
Wadsworth, Thomas.....	Seaman.....	Erie.....	Jan. 1, 1827.....	72 00.....	.....	do
Weeks, Charles.....	do.....	Constellation.....	Feb. 22, 1830.....	72 00.....	.....	do

* Permanent disability.

D.—A list of pensioners, and amount of pensions accrued, for the year 1830—Continued.

Names of pensioners.		Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
NEW JERSEY.							
Dunley, Peter.....	Marine.....	Head-quarters	Baracks.....	April 16, 1817.....	\$50 00	June 21, 1827.....	Trenton, New Jersey.
Robinson, William.....	do.....			June 5, 1807.....	72 00		do
PENNSYLVANIA.							
Adams, Alexander.....	Ordinary seaman.....	Essex.....		Oct. 26, 1812.....	36 00		Philadelphia.
Alexander, George.....	Quartegunner.....	President.....		July 19, 1814.....	96 00		do
Allen, William C.....	Quartemaster.....	Brig Eagle.....		March 17, 1820.....	141 00	Dec. 13, 1827.....	do
Begley, Nathaniel.....	Quartegunner.....	Homcet.....		April 8, 1812.....	108 00		do
Bateman, Eros.....	Seaman.....	Constitution.....		June 8, 1813.....	60 00		do
Brown, Thomas.....	Marine.....	Constitution.....		July 15, 1813.....	24 00		do
Bagge, William.....	do.....	Lake Erie.....		March 1, 1814.....	36 00	Jan. 2, 1830.....	do
Baxter, John.....	Seaman.....	United States.....		Feb. 28, 1819.....	72 00	Sept. 12, 1827.....	do
Bell, James.....	do.....	Dartmoor prison.....		Aug. 25, 1823.....	72 00	Sept. 11, 1829.....	do
Bowman, Godfrey.....	do.....	Schooner Somers, Lake Erie.....		Oct. 1, 1825.....	72 00		do
Cassin, John.....	Marine.....	Constitution.....		Aug. 1, 1809.....	35 00		do
Coffin, John.....	Seaman.....	Homcet.....		April 8, 1812.....	72 00		do
Campbell, Archibald.....	do.....	Macdonald.....		April 24, 1815.....	60 00	Sept. 7, 1826.....	do
Collins, Henry.....	do.....	Lake Champlain.....		Oct. 6, 1814.....	72 00		do
Christie, David.....	Marine.....	Brig Lawrence.....		Jan. 16, 1816.....	48 00		do
Cain, Patrick.....	do.....	Constitution.....		Oct. 28, 1815.....	72 00	July 15, 1828.....	do
Carson, Robert.....	Ordinary seaman.....	Macdonald.....		June 26, 1821.....	60 00	Dec. 14, 1829.....	do
Crundall, Russel.....	do.....	Cyane.....		Aug. 1, 1827.....	30 00		do
Dundas, Augustus.....	Gunner.....	Wasp.....		Jan. 1, 1812.....	120 00		do
Deane, William.....	Seaman.....	Gunboat No. 27.....		Jan. 1, 1811.....	72 00		do
Davis, Thomas.....	do.....	Schooner Ontario.....		March 1, 1815.....	60 00		do
Dearing, William.....	do.....	Lake Erie.....		March 27, 1815.....	72 00		do
Dugan, Henry.....	Marine.....	Constitution.....		Jan. 1, 1806.....	36 00		do
Elkerkin, Stephen.....	Seaman.....	Chesapeake flotilla.....		July 1, 1819.....	72 00	June 3, 1820.....	do
Evans, William.....	Quartemaster.....	Java.....		March 29, 1817.....	72 00	Feb. 12, 1824.....	do
Fitzgibbon, Edward.....	Ordinary seaman.....	Gunboat No. 69.....		Aug. 1, 1812.....	48 00		do
Fryer, John.....	Seaman.....	Guerriere.....		Nov. 25, 1815.....	72 00	Dec. 13, 1830.....	do
Fisher, Peter.....	Ordinary seaman.....	Schooner Scorpion.....		Feb. 20, 1815.....	60 00		do
Flannigan, Thomas.....	Seaman.....	Chesapeake.....		Jan. 1, 1825.....	72 00	July 16, 1828.....	do
Gregory, William.....	Marine.....	Bladenburg.....		May 28, 1830.....	24 00		do
Gordon, Peter.....	Quartegunner.....	North Carolina.....		June 9, 1826.....	108 00		do
Hybeger, Nicholas.....	Seaman.....	Essex.....		Oct. 16, 1812.....	72 00		do
Horton, David.....	Quartemaster.....	Enterprise.....		Dec. 1, 1813.....	72 00	March 6, 1824.....	do
Hudstiller, George.....	Seaman.....	Guerriere.....		Nov. 22, 1815.....	72 00	Dec. 24, 1825.....	do

D.—A list of pensioners, and amount of pensions accrued, for the year 1830—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
Holmes, William.....	Marine.....	Constitution.....	Oct. 28, 1815.....	\$26 00	.....	Philadelphia.
Hogberth, John.....	Prisoner.....	Dartmouth.....	April 6, 1815.....	72 00	January, 1828.....	do
Hagerty, William.....	Ordinary seaman.....	Columbus.....	Aug. 1, 1821.....	60 00	May 1, 1824.....	do
Hamilton, William.....	Seaman.....	Cyane.....	July 1, 1829.....	72 00	.....	do
Jackson, William.....	do.....	United States.....	Nov. 11, 1817.....	72 00	.....	do
Jones, John.....	Ordinary seaman.....	Columbus 74.....	June 27, 1822.....	60 00	June 22, 1826.....	do
Jamean, Sylvester.....	Seaman.....	Warren.....	Aug. 1, 1828.....	72 00	Aug. 1, 1830.....	do
Kelly, Hugh.....	Marine.....	Shipboat No. 69.....	May 11, 1809.....	72 00	Nov. 22, 1825.....	do
Kensinger, George.....	Master-at-arms.....	Essex.....	May 22, 1819.....	108 00	Jan. 27, 1828.....	do
Kripf, Lawrence.....	Marine.....	New Orleans.....	Jan. 1, 1820.....	35 00	.....	do
Klein, Nicholas.....	Sergeant marine corps.....	Navy yard, Boston.....	Jan. 1, 1822.....	60 40	Jan. 5, 1828.....	do
Kitts, Michael.....	Marine.....	United States.....	April 14, 1827.....	36 00	.....	do
Kenny, Michael.....	Ordinary seaman.....	do.....	Jan. 1, 1828.....	48 00	.....	do
Leonard, James.....	Seaman.....	By disease contracted in Hornet.....	July 1, 1829.....	108 00	.....	do
Miller, Thomas.....	do.....	Sackett's Harbor.....	Sept. 3, 1817.....	60 00	Oct. 23, 1829.....	do
Moore, John.....	do.....	Constitution.....	Dec. 4, 1817.....	72 00	.....	do
Mooney, William.....	Marine.....	do.....	May 29, 1812.....	35 00	.....	do
Morris, Miles.....	Corporal marines.....	Chesapeake.....	Nov. 1, 1815.....	60 00	Jan., 1825.....	do
McDaniel, George.....	Ordinary seaman.....	Congress.....	Dec. 10, 1814.....	60 00	.....	do
McCammy, Michael.....	do.....	Brig Argus.....	Dec. 17, 1819.....	108 00	April 29, 1830.....	do
McGill, Mathias.....	do.....	President.....	April 24, 1819.....	96 00	Dec. 14, 1829.....	do
McMullen, John.....	Gunner's mate.....	April 1, 1820.....	April 1, 1820.....	108 00	.....	do
Morris, William.....	Ordinary seaman.....	Schooner Franklin.....	May 4, 1820.....	60 00	.....	do
Mullin, James.....	do.....	Chesapeake flotilla.....	April 3, 1815.....	120 00	.....	do
Nugent, John.....	Seaman.....	Argus.....	April 1, 1815.....	72 00	July 15, 1828.....	do
Norcross, Benjamin.....	Sergeant marines.....	Constitution.....	July 11, 1815.....	60 00	.....	do
Newton, Benjamin.....	Seaman.....	Washington 74.....	July 1, 1821.....	72 00	.....	do
Napier, William.....	Corporal marines.....	President.....	July 1, 1825.....	48 00	Jan. 19, 1828.....	do
Naylor, John F.....	Marine.....	.....	Nov. 17, 1821.....	72 00	Sept. 11, 1829.....	do
Priest, William.....	Seaman.....	Brig Argus.....	Jan. 1, 1819.....	72 00	.....	do
Pasco, John.....	do.....	Constitution.....	Dec. 4, 1807.....	72 00	.....	do
Pitt, John.....	do.....	Columbus.....	Aug. 1, 1821.....	72 00	.....	do
Quaint, Peter.....	Ordinary seaman.....	Chesapeake.....	Sept. 17, 1813.....	60 00	Jan. 19, 1828.....	do
Romero, John.....	do.....	Navy yard, Erie station.....	April 1, 1828.....	60 00	.....	do
Roberts, John.....	Gunner's yeoman.....	Guerrice.....	May 2, 1815.....	108 00	.....	do
Rathbone, John.....	Ordinary seaman.....	Schooner Shark.....	July 1, 1819.....	72 00	.....	do
Smith, Joseph.....	Marine.....	Bladenburg.....	April 10, 1815.....	48 00	.....	do

* Disability permanent.

D.—A list of pensioners, and amount of pensions accorded, for the year 1830.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Receivable two years; from what date.	Where payable.
Stewart, Eli.....	Sailingmaster's mate.....	Lake Erie.....	May 20, 1814.....	\$84 00	July 24, 1830.....	Philadelphia.
Smith, William, (6th).....	Seaman.....	Franklin.....	July 1, 1821.....	95 00	Jan. 6, 1824.....	do
Sutton, Hannan.....	Marine.....	Marine Barracks, Philadelphia.....	July 1, 1829.....	35 00	.....	do
*Thomas, Isaac.....	do.....	Delaware.....	Oct. 20, 1829.....	72 00	.....	do
Thomas, David.....	do.....	Action at Derna.....	Jan. 1, 1809.....	60 00	Jan., 1828.....	do
Tully, Philip.....	Ordinary seaman.....	Lake Ontario.....	Jan. 10, 1816.....	72 00	Jan., 1827.....	do
Truman, John B.....	do.....	Guerrero.....	Feb. 5, 1816.....	60 00	.....	do
Webb, Richard.....	do.....	Traubull.....	July 1, 1805.....	60 00	.....	do
White, James.....	Gunner's mate.....	President and Constitution.....	Aug. 10, 1811.....	108 00	.....	do
Wheland, Peter.....	Marine.....	Prisoner at Tripoli.....	Jan. 1, 1806.....	35 00	.....	do
Walter, John.....	Seaman.....	Enterprise.....	Dec. 1, 1813.....	48 00	.....	do
Wilson, James.....	Quartergunner.....	Gambat, No. 121.....	Jan. 1, 1829.....	120 00	.....	do
Wilson, John.....	Seaman.....	United States.....	Jan. 1, 1822.....	72 00	.....	do
Williamson, Samuel.....	Quartergunner.....	North Carolina.....	Sept. 1, 1827.....	72 00	.....	do
Wells, William S.....	Seaman.....	United States.....	May 1, 1827.....	72 00	.....	do
Young, John.....	Quartergunner.....	Argus.....	Dec. 20, 1824.....	108 00	.....	do
DELAWARE.						
Gilboy, Richard.....	Ordinary seaman.....	John Adams.....	Jan. 14, 1806.....	84 00	.....	New Castle.
Wicks, William.....	do.....	Vixen.....	Aug. 4, 1813.....	48 00	.....	do
MARYLAND.						
Artery, Alexander.....	Seaman.....	Barnes's flotilla.....	May 6, 1821.....	72 00	Jan. 5, 1825.....	Baltimore.
Alcorn, James.....	Sailingmaster.....	Carolina station.....	April 30, 1822.....	240 00	Jan. 19, 1830.....	do
Brown, James.....	Seaman, (blind).....	Congress.....	Sept. 12, 1821.....	96 00	.....	do
Beard, Andrew.....	Seaman.....	United States galley.....	April 11, 1815.....	48 00	.....	do
Bardeen, John.....	do.....	Lawrence, Lake Erie.....	May 22, 1814.....	72 00	.....	do
Burke, Edward, (black).....	do.....	Guerrero.....	Jan. 5, 1815.....	48 00	.....	do
Burr, Thomas.....	Ordinary seaman.....	Constellation.....	July 1, 1822.....	72 00	.....	do
Carter, William.....	Master's mate.....	C. E. flotilla.....	Nov. 1, 1814.....	96 00	Dec. 8, 1829.....	do
Cole, John.....	Quartergunner.....	Brig Niagara.....	April 23, 1815.....	108 00	.....	do
Combs, George.....	Seaman.....	Constellation.....	June 2, 1825.....	96 00	Sept., 1827.....	do
Dragon, George.....	do.....	Superior.....	Dec. 2, 1815.....	60 00	.....	do
*Douglass, Matthias.....	Ordinary seaman.....	Chesapeake.....	April 23, 1814.....	120 00	Dec., 1829.....	do
Denny, John.....	Seaman.....	Bladensburg.....	March 4, 1815.....	72 00	.....	do
Deedolph, Owen.....	Gunner.....	Barnes's flotilla.....	Feb. 1, 1827.....	60 00	June 17, 1829.....	do
Duncan, John.....	Carpenter's mate.....	Navy yard, Pensacola.....	Oct. 1, 1827.....	48 00	.....	do
Elliott, Francis.....	Seaman.....	President.....	Jan. 1, 1829.....	72 00	.....	do
Fullen, Daniel.....	Ordinary seaman.....	Experiment.....	Oct. 11, 1806.....	84 00	.....	do

* Permanent disability.

D.—A list of pensioners, and amount of pensions accrued, for the year 1830—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
Garrison, Cornelius	Seaman	Portsmouth prison	Nov. 1, 1826	\$72 00	Feb., 1824	Baltimore.
Gillen, Wilam	do	Frigate Philadelphia	Jan. 1, 1822	72 00	Jan. 1, 1830	do
Goschle, Peter	do	Guerriere	Nov. 15, 1819	72 00	do	do
Gregory, John	Boat	Essex, Com. Preble, in 1800	Jan. 1, 1818	48 00	do	do
Gallager, George	Ordinary seaman	Chesapeake	March 2, 1815	60 00	do	do
Gardner, Jerry	do	United States	July 1, 1821	60 00	Jan. 26, 1830	do
Goodshall, William	Seaman	Penobscot	July 15, 1825	72 00	June 3, 1828	do
Henry, John	Ordinary seaman	Congress	March 20, 1812	60 00	do	do
Herrle, Isaac T.	Acting sailingmaster	Brig Saranac	April 1, 1817	240 00	July 2, 1830	do
Iggleston, Nicholas	Seaman	Penobscot	Dec. 27, 1814	72 00	do	do
Irvine, Andrew	do	Schooner Porpoise	July 1, 1828	72 00	do	do
Keegan, John	Quartermaster	Chesapeake	March 27, 1830	72 00	do	do
Murray, Edward	Sergeant major	Baltimore	Jan. 1, 1801	54 00	do	do
Mason, Francis	Quartermaster	Lawrence, Lake Erie	May 20, 1814	108 00	Feb. 17, 1826	do
Moore, Hamlet	Ordinary seaman	Macedonian	Oct. 6, 1821	60 00	Feb. 15, 1826	do
McMasters, Joseph	Marine	do	Jan. 1, 1824	36 00	do	do
Miller, John	Seaman	Chesapeake flotilla	Sept. 28, 1814	108 00	do	do
Nicholson, Isaac	Cook	do	Sept. 28, 1814	108 00	Jan. 5, 1826	do
Pacton, Charles	Ordinary seaman	Schooner Superior	March 24, 1815	60 00	do	do
Patterson, John	Seaman	Enterprise, (1815)	May 1, 1816	120 00	do	do
Patterson, Neil	Ordinary seaman	do	July 5, 1820	96 00	do	do
Randall, John	Marine	At New Orleans	Sept. 2, 1805	36 00	Jan. 5, 1826	do
Smith, Thomas	Boatswain	Portsmouth prison	April 6, 1815	120 00	do	do
Stockdale, William	Marine	Congress	July 25, 1816	72 00	Jan. 1, 1830	do
Stewart, James	Guerriere	do	Feb. 14, 1820	72 00	do	do
Salter, Horatio	Boat	Brig Argus	July 1, 1820	48 00	do	do
Scott, Thomas	Ordinary seaman	United States Alert	Sept. 1, 1827	60 00	do	do
Thompson, Peter	Seaman	Penobscot	July 15, 1825	72 00	do	do
Underwood, Benjamin	Ordinary seaman	United States	April 24, 1815	60 00	Aug. 14, 1828	do
Wells, James	Seaman	Portsmouth prison	April 6, 1815	108 00	do	do
Wilson, David, (black)	do	Guerriere	July 9, 1816	72 00	do	do
Young, Peter	Quartermaster	Vixen	May 10, 1811	72 00	Jan. 5, 1826	do
VIRGINIA.						
Andrews, Robert	Quartermaster	Guerriere	Aug. 31, 1829	54 00	do	Norfolk.
Brown, Obadiah	Seaman	Gambot No. 10, St. Mary's	April 1, 1819	60 00	do	do
Ebbes, Laurence	Seaman	do	April 27, 1813	48 00	do	do

D.—A list of pensioners, and amount of pensions accrued, for the year 1830.—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Renewable two years; from what date.	Where payable.
Briggs, Jetham.....	Quartergunner.....	Gunboat No. 162, Orleans.....	Feb. 3, 1818.....	\$144 00	.....	Norfolk.
Brown, John.....	Seaman.....	Constitution.....	Jan. 10, 1818.....	72 00	.....	do
Barsaylino, Laurence.....	Ordinary seaman.....	Schooner Decoy.....	Sept. 18, 1823.....	60 00	.....	do
Brace, John.....	Quartergunner.....	Granpus.....	May 1, 1826.....	108 60	.....	do
Cantrell, William.....	Marine.....	Delaware.....	April 8, 1830.....	24 00	.....	do
Cornyn, James.....	Seaman.....	Chesapeake flotilla.....	July 1, 1820.....	72 00	Sept., 1836.....	do
Durham, Silas.....	do.....	Big Shark.....	June 2, 1819.....	72 00	.....	do
Engles, Thomas.....	Boy.....	do.....	June 10, 1823.....	48 00	.....	do
Good, James.....	Seaman, (blind).....	Erie.....	Jan. 1, 1829.....	144 00	.....	do
Hogan, John.....	Seaman.....	Erie.....	March 1, 1830.....	36 00	.....	do
Howell, William.....	do.....	Constitution.....	Sept. 27, 1805.....	60 00	.....	do
Harvey, Anson.....	Ordinary seaman.....	President.....	April 24, 1815.....	60 00	.....	do
* Harris, John.....	Quartermaster.....	West India squadron.....	Oct. 1, 1827.....	54 00	.....	do
Jeffers, James.....	Ordinary seaman.....	Gunboat No. 7.....	Dec. 7, 1805.....	72 00	Dec. 13, 1827.....	do
Johnson, Obadiah.....	do.....	Guerriere.....	April 1, 1819.....	60 00	.....	do
Johnson, Swaim.....	Seaman.....	Shark.....	July 1, 1823.....	72 00	Nov. 23, 1825.....	do
Lansford, James H.....	do.....	Lake Champlain.....	May 23, 1814.....	48 00	.....	do
Mount, James.....	Private marine.....	Guerriere.....	Sept. 4, 1830.....	36 00	.....	do
McMurray, Matthew.....	Seaman.....	North Carolina.....	Sept. 1, 1827.....	72 00	.....	do
Perry, James.....	Ship's corporal.....	North Carolina 74.....	.....	108 00	.....	do
Stoller, John.....	Gunner's mate.....	Delaware.....	Feb. 22, 1830.....	54 00	.....	do
Ward, Joseph.....	Seaman.....	Constitution.....	July 1, 1818.....	72 00	.....	do
Wilson, George.....	Quartermaster.....	By old age and infirmity.....	Aug. 15, 1829.....	108 00	.....	do
Wishab, William.....	Seaman.....	Delaware.....	Feb. 22, 1830.....	72 00	.....	do
DISTRICT OF COLUMBIA.						
Baker, William.....	Ordinary seaman.....	Frigate Congress.....	July 1, 1802.....	72 00	.....	Washington city.
Butler, John, (black).....	Seaman.....	Guerriere.....	Nov. 22, 1815.....	60 00	.....	do
* Brunley, John.....	do.....	Receiving ship Alert.....	Sept. 1, 1826.....	72 00	Sept. 1, 1830.....	do
Burham, John.....	Master's mate.....	Lawrence, action Sept. 10, 1813.....	Aug. 1, 1823.....	60 00	.....	do
Conner, (alias Currier) Anson.....	Seaman.....	Schooner Shark.....	June 1, 1822.....	72 00	.....	do
Conner, Michael.....	Marine.....	Gunboat under Lieut. Tripp.....	April 1, 1805.....	36 00	.....	do
Chambers, Andrew.....	do.....	Constitution.....	Oct. 10, 1815.....	60 00	.....	do
Childs, Enos R.....	Midshipman.....	Brig Saranac.....	April 2, 1825.....	108 00	Jan. 23, 1830.....	do
Evans, William.....	Marine.....	United States.....	May 1, 1827.....	36 00	March 1, 1830.....	do
Fitzpatrick, Patrick.....	Pilot.....	U. S. sloop Tripp, Lake Erie.....	Jan. 1, 1828.....	120 00	.....	do
Hillman, Simon.....	Ordinary seaman.....	Gunboat No. 23.....	July 3, 1815.....	48 00	Sept. 1829.....	do
Hawkins, John.....	Marine.....	.....	July 1, 1824.....	36 00	.....	do

* Disability permanent.

D.—A list of pensioners, and amount of pensions accrued, for the year 1830—Continued.

Names of pensioners.	Rank.	Where disabled.	Commencement of pension.	Annual amount of pension.	Receivable two years; from what date.	Where payable.
Highly, John.....	Marine.....	North Carolina.....	July 1, 1826.....	\$72 00	.....	Washington city.
Hayne, Francis.....	Master-at-arms.....	Schooner Porpoise.....	May 1, 1825.....	72 00	July 1, 1829.....	do
McMullen, William.....	Marine.....	Constellation.....	April 25, 1812.....	36 40	Aug., 1824.....	do
Miller, John.....	Seaman.....	North Carolina.....	June 10, 1825.....	168 00	.....	do
Ferry, William.....	do.....	Schooner Grampus.....	April 9, 1825.....	72 00	.....	do
Read, John.....	Marine.....	Tom Bowline.....	April 1, 1826.....	36 00	July 13, 1824.....	do
Randolph, Burwell S.....	Mulshipman.....	Constellation.....	Feb. 29, 1820.....	72 00	Dec. 12, 1829.....	do
Sater, Richard S.....	do.....	Chesapeake flotilla.....	Dec. 16, 1814.....	114 00	June 5, 1829.....	do
Stanton, Peter J. R.....	Captain's yeoman.....	Brig Spork.....	May 1, 1822.....	72 00	Feb. 11, 1830.....	do
Shammon, John.....	Seaman.....	Constellation.....	July 28, 1806.....	72 00	.....	do
Stanton, William.....	Quartermaster.....	Schooner Ontario.....	Jan. 1, 1829.....	108 00	Jan. 1, 1829.....	do
Shimney, John.....	Marine.....	Disability from exposure.....	July 1, 1824.....	55 00	.....	do
Stone, Jonas A.....	Carpenter.....	Lawrence.....	April 4, 1829.....	168 00	.....	do
Tull, James.....	Sergeant marines.....	Schooner Lawrence, Etle.....	July 29, 1816.....	60 00	.....	do
Williams, George.....	Seaman.....	Chesapeake flotilla.....	Jan. 1, 1826.....	108 00	.....	do
Williams, George.....	Marine.....	Delaware.....	July 1, 1829.....	72 00	.....	do
Young, Charles.....	do.....	Constellation.....	April 1, 1805.....	36 00	.....	do
Owings, Thomas.....	Quartermaster.....	Brig Enterprise.....	May 2, 1814.....	96 00	.....	Fayetteville.
Thompson, John.....	Seaman.....	Schooner Columbus.....	Aug. 1, 1821.....	72 00	.....	do
Harley, John Jacob.....	Seaman.....	Georgia flotilla.....	June 25, 1813.....	72 00	.....	Charleston.
Shooter, Charles.....	Boatswain's mate.....	Schooner Revenge.....	Nov. 1, 1822.....	72 00	Dec. 9, 1828.....	do
Thompson, William.....	Seaman.....	Revenue cutter Louisiana.....	May 20, 1826.....	72 00	July 1, 1829.....	do
Dennis, James.....	Marine.....	At Washington.....	May 10, 1810.....	55 00	.....	Savannah.
Enos, Abner.....	Master's mate.....	Tigress.....	Jan. 4, 1820.....	72 00	.....	Lexington, Kentucky.
Meigs, John.....	Seaman.....	President.....	July 1, 1819.....	120 00	.....	Cincinnati.
Richardson, Benjamin I.....	Master's mate.....	Navy yard, Pensacola.....	Oct. 8, 1829.....	120 00	.....	New Orleans.
Richards, John.....	Seaman.....	M. flotilla, Lake Borgoe.....	Oct. 20, 1829.....	168 00	.....	do
*Spoken, Robert.....	Lieutenant.....	Gunboat No. 163.....	Dec. 5, 1822.....	300 00	Jan. 1, 1830.....	do
Whitney, William.....	Seaman.....	Frigate Essex.....	Nov. 1, 1818.....	96 00	Feb. 19, 1829.....	do
Wagner, William.....	Quartermaster.....	Schooner Lynx.....	Dec. 1, 1819.....	168 00	.....	do

* Permanent disability.

E.

List of widows and orphans to whom pensions have been granted, and the amount of pensions accruing within the year 1830, &c.

To whom granted.	Husband or father's name.	Rank.	Ship or station.	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, accrued, or happened.
Annis, Sally	John Annis.	Seaman.	Schooner Wasp	April 20, 1815.	Lost.	April 20, 1815
Akins, Sarah	Joseph Atkins.	do	do	do	do	do
Adams, Hannah	Joseph Adams.	do	Constitution and Java.	December 29, 1812.	Killed.	December 29, 1812
Arnold, Margaret	Robert Arnold	Sailingmaster	Schooner Pert, lakes.	November 10, 1812.	Drowned	November 10, 1812
Allen, Mary	John Allen.	Seaman.	United States	October 28, 1813.	do	October 28, 1813
Appleton, Abigail.	D. Appleton.	do	Sloop Froile.	January 4, 1815.	Died in Dartmoor.	January 4, 1815
Bates, Sally	Robert Bates.	do	Chesapeake	June 1, 1813.	Killed	June 1, 1813
Bartlet, Mary P.'s heirs	G. M. Bartlet.	Doatswain's mate.	Wasp.	April 20, 1815.	Lost.	April 20, 1815
Baldwin, Elizabeth.	J. Baldwin.	Captain's clerk.	Java	April 12, 1816.	Not known.	April 12, 1816
Bowie, Belinda	Henry Bowie	Sailingmaster	Epervier.	September 1, 1815.	Lost.	September 1, 1815
Blakely, Jane A.'s heirs.	J. Blakely	Captain.	Wasp.	April 20, 1815.	Lost.	April 20, 1815
Barney, Harriet.	Joshua Barney	do	Chesapeake	December 1, 1818.	Wounded at Blakenburg.	1814.
Beeces, Ellen's heirs.	Alton Beeces.	Doatswain	Syith	October 2, 1814.	Exposure	October 2, 1814
Brum, Susannah	Philip Brum.	Sailingmaster	Saratoga, on the lakes.	June 1, 1818.	Wounded	September 11, 1814
Breckonridge, Sarah	S. M. Breckenridge.	Lieutenant.	Fulton steam frigate.	June 4, 1829.	Killed	June 4, 1829
Covell, Abigail	J. G. Covell.	Sailingmaster	Essex	April 18, 1814.	Shin.	April 18, 1814
Cheever, Mary	For loss of two sons	Seaman	Constitution and Java.	April 12, 1814.	Killed	April 12, 1814
Critchett, Susannah	J. Critchett.	do	Chesapeake	June 19, 1813.	do	June 19, 1813
Garr, Sarah	James E. Carr.	Sailingmaster	Wasp.	April 20, 1815.	Lost.	April 20, 1815
Cummings, Margaret.	W. Cummings.	Seaman.	Epervier.	September 1, 1815.	Lost.	September 1, 1815
Cooper Dorothea.	Wm. Cooper.	do	Constitution.	December 20, 1812.	Killed	December 20, 1812
Clunet, Ann Maria	Peter Clunet.	Lieutenant of marines.	Navy yard, Philadelphia.	November 26, 1825.	Unknown.	Unknown.
Elbert, Harriet Ann	Samuel Elbert.	Lieutenant.	Not known.	December 20, 1812.	Died in service	do
Ford, Mary	Daniel Ford.	Carpenter's mate	Wasp.	April 20, 1815.	Lost.	April 20, 1815
Fernald, Abigail C.	Tobias Fernald.	Seaman.	Constitution.	February 24, 1815.	Shin	February 24, 1815
Griffin, Mary	Lark. Griffin.	Surgeon.	Norfolk	November 1, 1814.	Exposure	Unknown.
Gilbert, Ruth	T. P. Gilbert.	Seaman.	Florida.	June 10, 1814.	Killed	June 10, 1814
Gardner, Sophia	J. M. Gardner	Master commandant	Norfolk.	September 1, 1815.	Exposure	do
Gamble, Frances W. C.	T. Gamble	Lieutenant.	Desoy	April 8, 1815.	Yellow fever.	January 15, 1815
Goar, Pinetta, and heirs	John Goar.	Carpenter's yeoman.	President	March 28, 1814.	Wounded	March 28, 1814
Hazen, Hannah	Benjamin Hazen.	Seaman.	Essex	December 5, 1812.	Killed	December 5, 1812
Hackleton, Mary	J. Hackleton.	do	Lake Ontario.	December 10, 1813.	do	December 10, 1813
Hardy, Diana.	Isaac Hardy	Ordinary seaman.	Lake Erie	August 24, 1814.	do	August 24, 1814
Hook, Susan's heirs.	Conrad Hook	Marine	Head-quarters	January 29, 1814.	do	January 29, 1814
Hatch, M. Ronlan.	Robert Hatch.	Pilot	Alligator.	February 20, 1814.	do	February 20, 1814
Holcomb, Charlotte A.	H. Holcomb.	Seaman.	Lakes	April 20, 1815.	Drowned.	Unknown.
Jones, Abigail, (untitled)	Richard Jones	Cook	Wasp	April 20, 1815.	Lost.	April 20, 1815

E.—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Husband or father's name.	Rank.	Ship or station.	Time of the death of the officer, &c.	Cause of death.	Time when the cause arose, accrued, or happened.
Johnson, Maria T.	Thomas Johnson.	Carpenter's mate	Alligator.	June 30, 1814.	Lost.	June 30, 1814.
Lawrence, Julia M.	J. Lawrence.	Captain.	Chesapeake.	June 1, 1813.	Killed.	June 1, 1813.
Logue, Jane's heirs.	Robert Logue.	Marine.	Sackett's Harbor.	March 4, 1813.	Lost.	March 4, 1813.
Lewis, Mary.	Richard Lewis.	do.	Navy yard, New York.	August 28, 1814.	Shot.	August 28, 1814.
Lippincott, Susannah.	C. Lippincott.	Ordinary seaman.	Java, Indes.	February 7, 1816.	Killed by a fall.	February 7, 1816.
Lewis, Frances M.	William Lewis.	Captain.	Epervier.	Unknown.	Lost in the Epervier.	September 1, 1815.
McOulock, Ann G.	A. McOulock.	Sailingmaster.	Schooner Ohio.	August 24, 1814.	Wounded.	August 12, 1814.
Martin, Elizabeth.	Joseph Martin.	Boatswain.	Wasp.	September 1, 1814.	Slain.	September 1, 1814.
Moulton, Jane.	W. Moulton.	Seaman.	do.	do.	Slain.	do.
Martin, Ann.	Jonathan Martin.	Quartergunner.	do.	do.	Slain.	do.
Mullen, Juditha's heirs.	John Mullen.	do.	do.	do.	Slain.	do.
Matthews, Sarah.	J. Matthews.	do.	United States.	November 23, 1814.	Slain.	November 23, 1814.
Madison, Maria C.'s heirs.	J. R. Madison.	Lieutenant.	Lynx.	Unknown.	Lost at sea.	In 1821.
Mays, Elizabeth.	Mother of Wilson Mays.	Carpenter's mate	Guerriere.	June 17, 1815.	Slain.	June 17, 1815.
Nickerson, Eliza S.	J. C. Nickerson.	Seaman.	Potomac river.	September 8, 1814.	Wounded.	Unknown.
Nicholson, Charity.	J. Nicholson.	Carpenter.	Epervier.	Unknown.	Lost in the Epervier.	In 1815.
Neal, Mary.	J. E. Neal.	Lieutenant.	Wasp.	April 20, 1815.	Lost.	April 20, 1815.
Philips, Nabby.	Joseph Philips.	S. exswain.	do.	October 29, 1812.	Exposure.	July 6, 1812.
Patch, Nancy.	Nicholas Patch.	Seaman.	Gunboat No. 140.	December 27, 1814.	Killed on Lake Ontario.	December 27, 1814.
Riggs, Nancy.	A. Riggs.	do.	Schooner Madison.	July 22, 1813.	do.	July 22, 1813.
Rasmussen, Catharine.	A. Rasmussen.	Pilot.	Schooner Port.	September 10, 1813.	Killed on Lake Erie.	September 10, 1813.
Rose, Martha.	John Rose.	Seaman.	Lawrence.	April 20, 1815.	Lost.	April 20, 1815.
Stone, Mary.	William Stone.	do.	Wasp.	April 16, 1814.	Wounded.	September 12, 1814.
Smith, Sarah.	William Smith.	Boatswain's mate.	Essex.	October 13, 1814.	do.	March 20, 1822.
Smart, Eleanor.	John Smart.	Seaman.	Lake Champlain.	March 20, 1822.	Lost in a boat.	Unknown.
Smith, Mary.	John Smith.	Ordinary seaman.	Franklin.	May 24, 1826.	Unknown.	Unknown.
Springer, Mary A.'s heirs.	C. L. Springer.	Lieutenant.	Enterprise.	December 7, 1815.	Natural death.	June 1, 1813.
Saunders, Harriet H.	J. Saunders.	do.	Chesapeake.	June 1, 1815.	Killed.	September 10, 1813.
Trainer, Mary.	James Trainer.	Marine.	Nagara, Lake Erie.	September 10, 1813.	do.	September 11, 1814.
Trapnell, Elizabeth.	J. Trapnell.	do.	Lake Champlain.	October 10, 1814.	Wounded.	December 29, 1812.
Vanhorn, Lydia.	J. Vanhorn.	do.	Constitution.	January 1, 1813.	do.	do.
Webb, Hannah.	S. Webb.	Seaman.	Schooner Hamilton.	August 8, 1813.	Died on Lake Ontario.	do.
Wheeler, Marvel.	Syl. Wheeler.	Carpenter's mate.	Flotilla, Baltimore.	August 24, 1814.	Died at Bladensburg.	do.
Warner, Margaret.	John Warner.	Sailingmaster.	New York.	December 4, 1815.	Unknown.	Unknown.
Wares, Charlotte.	S. Wares.	Commandant in flutilla.	Lake Ontario.	November 23, 1812.	Killed.	November 23, 1812.
Young, Abigail.	Charles Young.	Seaman.	do.	do.	do.	do.

E.—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Pension, when granted.	Under what law granted.	Commencement of pension.	Annual amount.	When renewed.	By virtue of what law.	When expired.	Where payable.	To what time paid.
Annie, Sally	March 27, 1817.	1813 and 1814	April 20, 1816.	\$72 00	June 17, 1826.	Jan. 22, 1824.	.....	Boston	January, 1830
Atkins, Sarah	April 1, 1817.	do	do	72 00	do	do	.....	do	do
Adams, Hannah	Feb. 7, 1818.	do	Dec. 29, 1812.	72 00	do	do	.....	do	December, 1822
Arundel, Margaret.	June 15, 1818.	1817 and 1814	June 10, 1812.	240 00	July 13, 1828.	May 23, 1828.	.....	Philadelphia	January, 1830
Allen, Mary	Nov. 8, 1821.	do	July 1, 1820.	72 00	Dec. 22, 1825.	Jan. 22, 1824.	.....	New York.	do
Applton, Abigail	Aug. 19, 1820.	Special act March 3, 30.	Sept. 3, 1829.	72 00	.....	.....	.....	Boston	.....
Bates, Sally	May 12, 1814.	1813 and 1814	June 1, 1813.	72 00	May 4, 1819.	March 3, 1819.	.....	do	.....
Bartlett, Mary P.'s heirs.	Jan. 1, 1817.	do	April 20, 1815.	108 00	June 2, 1828.	May 23, 1828.	.....	New York.	July, 1828
Baldwin, Elizabeth	Dec 13, 1817.	March 3, 1817.	April 12, 1816.	150 00	June 17, 1826.	Unknown	May 23, 1820.	do	January, 1830
Bowie, Isabella	June 4, 1818.	do	Sept. 1, 1815.	240 00	Dec. 22, 1825.	do	.....	do	.....
Blackley, Jane A.'s heir.	June 1, 1818.	1813 and 1814	April 20, 1815.	600 00	Dec. 10, 1830.	May 23, 1828.	Sept. 1, 1830.	New York.	January, 1830
Barney, Harriet	Nov. 11, 1819.	do	Dec. 1, 1818.	600 00	Dec. 1, 1828.	May 23, 1828.	.....	Philadelphia	January, 1829
Beeves, Ellen's heirs.	Nov. 13, 1815.	1817 and 1814	Oct. 2, 1814.	120 00	July 21, 1825.	do	.....	Lexington, Ky.	January, 1830
Bram, Susannah	April 16, 1821.	1813 and 1814	June 1, 1818.	240 00	Aug. 2, 1828.	Jan. 22, 1824.	Aug. 27, 1830.	Baltimore.	do
Breckenridge, Sarah	Sept. 15, 1829.	do	June 4, 1829.	300 00	Aug. 12, 1829.	May 23, 1828.	.....	New York.	August, 1830
Cowell, Abigail	Oct. 25, 1814.	do	April 18, 1814.	240 00	.....	.....	.....	Norfolk, Virginia.	January, 1830
Cheever, Mary	Nov. 17, 1814.	Special act April 12, '14.	April 12, 1814.	100 00	During life.	April 12, 1814.	.....	Boston	.....
Ortchett, Susannah	April 18, 1815.	1813 and 1814	June 19, 1813.	72 00	Oct. 19, 1824.	Jan. 22, 1824.	.....	do	do
Carr, Sarah	April 24, 1820.	do	April 20, 1815.	240 00	June 28, 1825.	do	.....	New York.	June, 1828
Cummings, Margaret.	April 10, 1818.	March 3, 1817.	Sept. 1, 1815.	72 00	Nov. 22, 1825.	.....	.....	do	April 23, 1829
Cooper, Dorothea	June 24, 1819.	1813 and 1814	Dec. 29, 1812.	72 00	April 4, 1825.	Unknown	Sept. 1, 1830.	do	January, 1830
Clunet, Ann Maria	Dec. 25, 1826.	do	June 1, 1826.	72 00	.....	.....	.....	Philadelphia	January, 1827
Elbert, Harriet Ann	Oct. 13, 1817.	Special act of Congress.	Dec. 20, 1812.	120 00	May 5, 1824.	.....	.....	Savannah, Georgia.	January, 1829
Ford, Mary	Jan. 1, 1817.	1813 and 1814	April 20, 1815.	108 00	May 10, 1830.	Jan. 22, 1824.	.....	Boston	January, 1830
Fernald, Abigail C.	July 1, 1816.	do	Feb. 24, 1815.	72 00	Sept. 22, 1825.	Jan. 22, 1824.	.....	Portsmouth	January, 1829
Griffin Mary	Dec. 12, 1819.	March 3, 1817.	July 1, 1820.	300 00	Jan. 22, 1825.	Unknown	.....	Baltimore	January, 1829
Gilbert, Ruth	Aug. 2, 1819.	1813 and 1814	June 10, 1814.	72 00	July 7, 1829.	May 23, 1828.	.....	do	January, 1830
Gardner, Sophia	Aug. 23, 1817.	March 3, 1817.	Sept. 1, 1815.	300 00	Sept. 23, 1825.	Unknown	Sept. 1, 1820*.	do	do
Gamble, Frances W. C.	Nov. 23, 1825.	do	Nov. 23, 1825.	240 00	.....	.....	.....	Washington, D. C.	do
Gear, Pinetta, and heirs	.....	1813 and 1814	Nov. 14, 1820.	114 00	July 3, 1830.	May 23, 1828.	Nov. 23, 1830.	do	July, 1830
Hazen, Hannah	Feb. 27, 1815.	do	March 28, 1814.	72 00	Dec. 15, 1829.	do	.....	Boston	January, 1830
Hackleton, Mary	June 15, 1820.	do	Dec. 5, 1812.	72 00	July 18, 1828.	do	.....	do	do
Hardy, Diana	July 18, 1820.	do	Sept. 10, 1818.	60 00	Sept. 10, 1828.	do	.....	Philadelphia	do
Hook, Susan's heirs.	April 12, 1815.	do	Aug. 24, 1814.	48 00	July 21, 1828.	do	.....	Washington, D. C.	do
Hutch, M. Roulain	July 20, 1814.	do	Feb. 5, 1814.	240 00	Aug. 8, 1829.	do	.....	Charleston, S. C.	June 1, 1828.
Holcomb, Charlotte A.	Jan. 10, 1818.	March 3, 1817.	Feb. 20, 1814.	72 00	Jan. 11, 1825.	Jan. 22, 1824.	.....	Lexington, Ky.	January, 1830
Jones, Abigail (lunatic)	April 1, 1817.	1813 and 1814	April 20, 1815.	108 00	June 17, 1826.	do	.....	Boston	do
Johnson, Maria T.	March 24, 1819.	do	June 30, 1814.	114 00	Oct. 5, 1829.	May 23, 1828.	.....	Philadelphia	do

* Renewal not authorized by the laws of 1810, 1824 and 1828.

E.—List of widows and orphans to whom pensions have been granted—Continued.

To whom granted.	Pension, when granted.	Under what law granted.	Commencement of pension.	Annual amount.	When renewed.	Ey virtue of what law.	When expired.	Where payable.	To what time paid.
Lawrence, Julia M.	June 1, 1816.	1813 and 1814.	June 1, 1813.	\$600	July 18, 1828.	May 23, 1828.	.....	New York.	January, 1830
Logge, Jane's heirs.	Nov. 11, 1818.	do	March 4, 1813.	30	July 16, 1824.	Jan. 22, 1824.	.....	Philadelphia.	January, 1829
Lewis, Mary	Oct. 4, 1819.	do	Aug. 28, 1814.	30	.....	.....	.....	New York.	do
Lippinott, Susannah	Jan. 15, 1827.	do	Sept. 23, 1825.	60	.....	.....	Sept. 23, 1830.	Philadelphia.	January, 1830
Lewis, Frances M.	July 13, 1818.	1817.	Sept. 1, 1815.	200	April 9, 1826.	Unknown.	Sept. 1, 1830.	Richmond, Va.	do
M Colbeck, Ann G.	May 26, 1815.	1813 and 1817.	Aug. 24, 1814.	240	Oct. 5, 1829.	May 23, 1828.	.....	Boston.	do
Martin, Elizabeth	Sept. 16, 1819.	do	Sept. 1, 1814.	120	Jan. 11, 1828.	Jan. 22, 1824.	.....	do	January, 1829
Monton, Jane.	do	do	April 26, 1815.	72	May 26, 1830.	May 23, 1828.	.....	do	do
Martin, Ann	do	do	do	108	.....	do	.....	do	do
Mullen, Judith's heirs.	do	do	do	108	June 23, 1825.	Jan. 22, 1824.	Apr. 26, '30, ch'n 16.	do	do
Matthews, Sarah.	March 16, 1815.	do	Nov. 25, 1814.	163	Jan. 16, 1825.	do	.....	Philadelphia.	do
Madison, Maria C.'s heirs.	Aug. 1, 1828.	March 3, 1817.	Sept. 12, 1825.	240	Aug. 1, 1828.	May 23, 1828.	.....	Savannah, Geo.	January, 1830
Mays, Elizabeth	March 25, 1830.	Special act March 25, 30.	Sept. 3, 1829.	114	.....	.....	.....	Providence, R. I.	March 3, 1830
Nickerson, Eliza S.	July 1, 1816.	1813 and 1814.	June 17, 1815.	72	Nov. 23, 1825.	Jan. 22, 1824.	June 17, 1830.	Boston.	January, 1830
Nicholson, Charity.	Nov. 27, 1815.	do	Sept. 9, 1814.	120	Jan. 4, 1830.	May 23, 1830.	.....	Washington.	July, 1830
Neal, Mary	July 13, 1818.	March 3, 1817.	Sept. 1, 1815.	240	April 9, 1826.	Jan. 22, 1824.	Sept. 1, 1830.	Richmond, Va.	January, 1830
Philippon, Nabby.	Jan. 1, 1817.	1813 and 1814.	April 20, 1815.	108	June 28, 1825.	do	April 26, 1815.	Boston.	do
Patch, Nancy	April 15, 1819.	March 3, 1817.	Oct. 23, 1812.	73	July 21, 1828.	May 23, 1828.	.....	do	do
Riggs, Nancy	May 8, 1820.	1813 and 1814.	Dec. 27, 1814.	72	Sept. 4, 1830.	do	.....	do	July, 1829
Rasmussen, Catharine	Aug. 2, 1814.	do	July 22, 1813.	240	July 23, 1829.	do	.....	New York.	.....
Rose, Martha	do	do	Sept. 16, 1813.	72	April 20, 1835.	Jan. 22, 1824.	.....	Philadelphia.	January, 1830
Stone, Mary	Jan. 1, 1817.	do	April 20, 1815.	72	April 20, 1830.	May 23, 1828.	.....	Boston.	January, 1829
Smith, Sarah	May 8, 1819.	do	April 16, 1814.	114	April 16, 1829.	do	.....	New York.	do
Smart Eleanor	June 19, 1819.	do	Oct. 15, 1814.	72	Oct. 15, 1829.	do	.....	do	do
Smith, Mary	June 30, 1825.	March 3, 1817.	May 23, 1829.	240	.....	.....	March 21, 1830.	do	January, 1829
Springer, Mary A.'s heirs	May 7, 1824.	do	May 23, 1829.	240	.....	.....	May 25, 1830.	do	do
Saunders, Harriet H.	March 27, 1817.	do	Dec. 7, 1816.	240	Dec. 29, 1828.	Unknown.	.....	do	January, 1830
Trainer, Mary	Feb. 20, 1816.	1813 and 1814.	June 1, 1813.	33	Dec. 26, 1828.	May 23, 1824.	.....	Boston.	do
Trapnell, Elizabeth	May 30, 1814.	do	Sept. 16, 1813.	36	Oct. 26, 1828.	do	.....	Baltimore.	July, 1829
Vanborn, Lydia	Oct. 21, 1822.	do	Oct. 16, 1814.	36	Oct. 16, 1829.	do	.....	Philadelphia.	January, 1829
Webb, Hannah	March 23, 1814.	do	Jan. 1, 1813.	72	July 21, 1825.	May 23, 1828.	.....	Boston.	January, 1830
Wilcox, Marvel	March 1, 1816.	March 3, 1817.	Jan. 1, 1821.	114	Dec. 27, 1828.	do	.....	New York.	do
Warner, Margaret	Feb. 1, 1815.	do	Aug. 24, 1814.	240	Feb. 15, 1830.	do	.....	Baltimore.	January, 1829
Wares, Charlotte	March 27, 1817.	do	Dec. 4, 1815.	240	Dec. 22, 1829.	Unknown.	.....	New York.	January, 1830
Young, Abigail.	Oct. 4, 1814.	1813 and 1814.	Dec. 5, 1812.	72	July 18, 1828.	May 23, 1828.	.....	Boston.	.....

21ST CONGRESS.]

No. 440.

[2D SESSION.]

ON THE SUBJECT OF APPLICATIONS FOR NAVAL PENSIONS, OR THEIR RENEWAL DURING THE YEAR 1830.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES JANUARY 31, 1831.

NAVY DEPARTMENT, *January 28, 1831.*

Sir: In compliance with the resolution, passed 29th May, 1830, "requiring annual reports to be made to Congress in relation to applications for pensions," I have the honor to state, that in the claims which have been presented, within the past year, to this Department for pensions, and which have been refused or suspended in consequence of the insufficiency of the testimony introduced to substantiate them, the defects and manner of supplying them have been pointed out, that the applicants may be enabled to complete their claims, or make known to the Departments such particulars as it may be impracticable for them to obtain. This they are now endeavoring to do; and until further information is received from them upon the subject, I do not feel myself authorized in the absence of all evidence, except the statements of the parties interested, to express the opinion that they are entitled to relief from Congress, as that opinion must necessarily be founded upon the facts as they are disclosed in the several cases.

If, however, the resolution is intended to extend to applications for a renewal of pension for an additional term of years, as well as to applications for an original grant of pension, I would recommend to the favorable consideration of Congress the claims of the widows of those who were lost in the *Epervier*, and whose names, by the operation of existing laws, will be dropped from the roll after the expiration of their present term of pension.

Should Congress be disposed to consider these claims, or the claims of any others whose pensions have or may cease soon, a minute statement of all the particulars presumed to be necessary for its action will be found in the list of widow pensioners, transmitted to Congress on the 27th instant, and to which reference is respectfully made.

I am, very respectfully, your obedient servant,

JOHN BRANCH.

The Hon. A. STEVENSON, *Speaker of the House of Representatives of the United States.*

21ST CONGRESS.]

No. 441.

[2D SESSION.]

ON CLAIM OF GAETANO CARUSI, UNDER AN AGREEMENT BETWEEN HIM, AS A MUSICIAN, AND A NAVAL OFFICER OF THE UNITED STATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 4, 1831.

The Committee on Naval Affairs, to whom was referred the petition of Gaetano Carusi, reported:

That the petitioner represents that, in the year 1805, during the Tripolitan war, he was employed on board the United States ship *President*, with his three sons, as *instructors* of a band of music, and for the purpose of continuing in the service of the United States, so long as their services were required in the line of their profession. He further represents that it was stipulated, by the agreement made in behalf of the United States with him, that he was to receive, for himself and sons, a monthly allowance of thirty-three dollars during the period of three years, besides the ordinary rations, and at the expiration of the term of the contract, he should be paid a sufficient sum to carry himself and family back to Italy, where the agreement was made. That, instead of being employed and paid for the term of three years, he was dismissed before the expiration of two years, and embarked, by order of the then Secretary of the Navy, on board the frigate *Chesapeake*, bound for the Mediterranean, in 1807, with his whole family, and that the unfortunate rencontre with the British frigate *Leopard* compelled them to reland in this country, where they have ever since remained, without being able to get home.

The petitioner prays that a bill may be passed for his relief, appropriating a reasonable sum of money to enable him to proceed, with his aged wife and three sons, to Italy; which sum he estimates at one thousand dollars, which he asserts is exactly in the same proportion to allowances heretofore made by Congress under similar contracts and circumstances to other persons, &c.

Accompanying the petition are several papers, among them copies of two letters from Captain Hull to Lieutenant Colonel Wharton, stating the fact of their engagement for the period of three years by him, under the orders of Com. Barron, &c.; a letter from the Navy Department, dated May 15, 1806, to Col. Wharton, declaring the practice of engaging bands of music on board our vessels-of-war as irregular and unauthorized, and not to be permitted; also, an order from the same Department, dated 26th February, 1807, addressed to Com. Barron, directing him to give a passage to the petitioner, on board the *Chesapeake*, to the Mediterranean. It is also stated in a letter from Col. Henderson to the present Secretary of the Navy, dated 21st January, 1831, that a passage was provided for the petitioner and his family, in the Washington line-of-battle ship, in 1816, and that he declined going out in her. From all which, your committee are led to believe that every engagement made with the petitioner has been fulfilled, on the part of the government, except retaining him and his sons in the service, as part of a band of music, for the period of three years, which could not be done under the authority of law. The unfortunate result of the attack upon the *Chesapeake* frigate, on board of which the petitioner and his family had embarked, compelled them to return to this country; but it appears that, at a subsequent period, viz: in 1816, a passage to the Mediterranean was tendered to them on board the United States ship *Washington*, but, for some reason unknown to the committee, by them declined. The committee feel satisfied that a

disposition has at all times been manifested by the Navy Department to give to the petitioner and his family a passage home, on board some one of the public ships of the United States bound to the Mediterranean, and, they trust, *that* disposition still continues. As to the sum of one thousand dollars, demanded by the petitioner, in lieu thereof, the committee are of opinion that he has no claim thereto whatever. They therefore recommend that the petitioner have leave to withdraw his petition.

21ST CONGRESS.]

No. 442.

[2D SESSION.

CLAIM OF MASTER COMMANDANT THOMAS AP CATESBY JONES, OF THE NAVY, TO A PENSION, ON ACCOUNT OF A WOUND RECEIVED IN BATTLE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 7, 1831.

To the Senate and House of Representatives of the United States, in Congress assembled:

The memorial of Thomas Ap Catesby Jones respectfully sheweth, that he deems himself entitled to participation in the navy pension fund, at the rate of twenty-five dollars per month, from the 1st day of June, 1815. The facts and circumstances on which the claim of your memorialist is founded, are stated in a printed memorial, presented by him to the commissioners for the management of the navy pension fund, dated the 14th day of February, 1828, and in a letter addressed by him to the Hon. John B. Auch, Secretary of the Navy, dated March, 1829, both of which papers, with the documents therein referred to, are hereto annexed. On the 31st July, 1828, the commissioners of the navy pension fund came to a decision, establishing the right of your memorialist to a pension out of that fund, but by that decision your memorialist is in two respects aggrieved: first in this, that at the time your memorialist received his wound, he was a lieutenant commandant, receiving fifty dollars per month; and the board having properly decided that, from the degree of injury sustained by your memorialist, he was entitled to half the highest amount of pension allowed by the act of April, 1800, erroneously stated *that* to be only ten dollars per month. Second. In this: that notwithstanding the facts and documents before referred to prove the disability of your memorialist to have been permanent, and fully made known in June, 1815, he having also then applied for his right, the said commissioners allow the claim of your memorialist *only* from the 14th of February, 1828, the date of his printed memorial aforesaid. Your memorialist, therefore, prays that your honorable body will take his case under consideration, and pass a law, giving him such interest in the said navy pension fund as, by the spirit of the several acts of Congress on that subject, he is entitled to; and as, &c., &c.

THOMAS AP CATESBY JONES.

To the honorable Samuel L. Southard, Richard Rush, and James Barbour, board of commissioners for the management of the navy pension fund:

The memorial of Thomas Ap Catesby Jones, a master commandant in the navy of the United States, respectfully sheweth: That he was a lieutenant in command of a division of gunboats, stationed on the eastern coast of Louisiana, and in Mobile Bay, for the protection of commerce and defence against the enemy, during the whole of the late war with England; that, on the 14th day of December, 1814, his division of gunboats, five in number, manned with 182 officers, seamen, and marines, was attacked by a numerous and well appointed flotilla, composed of barges and launches, mounting 42 pieces of cannon, manned with more than 1200 chosen men, conducted by one of the most experienced and distinguished captains in the British navy; that, against such a preponderant force, your memorialist well knew no skill or valor could prevail, and that, as far as his own reputation was involved, he would have been justified by the example of more experienced commanders in destroying his vessels, and with his men have joined the forces on shore, or even in surrendering unconditionally on the first approach of the attacking foe. But your memorialist saw one of the richest cities of our happy country in an almost defenceless state, threatened by a powerful fleet, conducting to our shores a well appointed army, which, at that period, your memorialist believed to be irresistible by any force which it was in the power of the commanding general to concentrate at New Orleans in the space of a few hours, and that to procrastinate the meditated attack to the latest possible period was not only the best, but, in fact, the only means by which the city (if saved at all) could be saved; your memorialist also believed that a manly resistance at the threshold, whilst it would check the enemy's advance, would, at the same time, inspire the Louisianians with confidence, and could not fail in its good effects upon the minds and spirits of the yeomanry of the west, who were daily augmenting the little army of General Jackson, then short of 2,000 men. Under this view of the subject, your memorialist hesitated not as to the course he should pursue, although he saw no laurel wreath, to crown a victor's brow, in reserve for him, but before the rising sun could attain his meridian glory, your memorialist was to be numbered with the dead, or among the prisoners of a ruthless and victorious enemy; defeat was as certain to him before the battle, as it was subsequently manifested to the world. With what credit he sustained his country's cause in that conflict, it is not for him to say, but he most respectfully refers you to the opinion of the court which inquired into the loss of his command. For the effect produced upon the movement of the enemy by the opposition of the gunboats, he will advert to but one simple fact, which is, that, uninterrupted in his advance through the lakes, his army would have been before New Orleans on the 13th or 14th of December. On the 23d of that month the enemy's troops first landed at Bayou Bienvenue. Severely wounded, your memorialist fell into the hands of a relentless enemy, who rifled him, and such of his companions as survived the bloody conflict, of all their personal effects (not even respecting the officer's wardrobe.) But it is not remuneration for these losses, nor is it pecuniary reward for the faithful discharge of those duties, which

he, more than two and twenty years ago, swore to perform with patriotic fidelity, that now brings him before you in the character of a petitioner. It is to claim that which he conceives the law provides for him, *the benefit of a pension.*

The 8th section of the act of Congress approved April 23, 1800, provides that "*every officer, seaman, and marine, disabled in the line of his duty, shall be entitled to receive for life, or during his disability, a pension from the United States, according to the nature and degree of his disability, not exceeding one-half his month's pay.*"*

Section 9 of the same act provides a fund for the payment of pensioners; the surplus of which *shall* be applied to the making of further provision for the comfort of disabled "*officers, seamen, and marines, and for such as, though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country.*"

Section 10 constitutes the honorable Secretaries of the Navy, Treasury, and War Departments a board of commissioners for the "management of this fund;" and by the sixth section of "An act in relation to the navy pension fund," approved March 26th, 1804, it is provided "*that the commissioners of the navy pension fund be, and they are hereby authorized and directed to make such regulations as may to them appear expedient for the admission of persons on the roll of navy pensioners, and for the payment of pensions.*"

The grounds upon which your memorialist urges his claim to a participation in the benefits provided by the foregoing laws, *from the first day of June, 1815,* are as follows:

1. That, in combat with the declared enemy of his country, *on the 14th day of December, 1814,* he received a gunshot wound by a ball passing through the joint of the left shoulder, and taking a downward course, lodging in the body between the blade and ribs, where it still remains; at times, causing painful inconvenience, with the *irreparable loss of the use of the injured joint.*

2. That, as a lieutenant in command at the time he was wounded, his pay was fifty dollars per month and four rations per day; that, on the 1st day of June, 1815, (before your memorialist's wounds were even healed) his pay was reduced to forty dollars per month and three rations per day, (the pay and emoluments of all lieutenants in the navy,) and so continued until the 28th day of March, 1820, when, with other lieutenants who had been long in service, he was raised to the rank of master commandant.

That, subsequently to the war with England, he has been employed in several of the most responsible and active stations common to lieutenants or commanders in the navy; the discharge of which duties, he believes, has not been marked with any material want of capacity in him; thus affording incontestible evidence of his capacity to render ample service in the line of his duty, for which he receives the usual compensation; but he is, nevertheless, by the infirmity of a wound, subjected to the *extraordinary expense of a servant to assist in the ordinary process of dressing and undressing, not being able to pull off or put on a coat, &c.,* without assistance; consequently, whatever expense the misfortune of a severe wound has brought upon your memorialist, it must be a corresponding diminution of his pay for services rendered, the practical effect of which is, that, although in the discharge of equal duties, his net compensation from government is from fifteen to twenty-five dollars per month less than any officer of corresponding rank in the navy or army.

As early as July, 1815, your memorialist deposited in the hands of the late Mr. Benjamin Homans, the then secretary to the commissioners of the navy pension fund, a certificate in due form, signed by Commodore D. Patterson and Dr. Lewis Heermann, setting forth the nature, degree, &c., of his wound, and fixing his pension at twenty-five dollars per month, being half the monthly pay of a lieutenant commanding; in which capacity your memorialist was serving when wounded, and at the same time claiming the benefits which he then and still believes the law provides for him. But, before his claim was acted upon, your memorialist sought service on a foreign station, and near three years elapsed before he revived his application; which, in the second instance, was made by letter, in August, 1818, but was not acted upon until the following winter. Judge Thompson, the then Secretary of the Navy, accorded with your memorialist in his construction of the law; but another honorable Secretary, differing in opinion, defeated for a while the just expectations of your memorialist, who, with the advance of time, feels the irrevocable fiat of unalterable disability, and, thus far, unrewarded sufferings.

In conclusion, your memorialist begs leave to solicit the board's early attention to his claim; which, based as he believes it to be, not only upon the law of the land, but upon justice and gratitude, can no longer be withheld but in violation of that sacred pledge, made by the representatives of a generous nation, to *all* who expose themselves and suffer bodily affliction in defence of her rights and liberty.

THOS. AP CATESBY JONES, *Master Commandant U. S. Navy.*

WASHINGTON, February 14, 1828.

21ST CONGRESS.]

No. 443.

[2D SESSION.]

ON CLAIM OF A NAVAL OFFICER TO A PENSION ON ACCOUNT OF A DISABILITY INCURRED IN THE SERVICE, HE HAVING BEEN DISCHARGED ON THAT ACCOUNT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 8, 1831.

Mr. DORSEY, from the Committee on Naval Affairs, to whom had been referred the bill from the Senate for the relief of Joseph S. Cannon, reported the same with the following

REPORT AND AMENDMENT:

The Committee on Naval Affairs, to whom was referred the bill from the Senate entitled "An act for the relief of Joseph S. Cannon," beg leave to report:

That it appears that the petitioner entered into the United States naval service as a midshipman on the 26th of February, 1814; that he immediately joined the naval squadron on Lake Champlain, and par-

* See article 226, section 7, of an act in addition to an act entitled "An act in relation to the navy pension fund," approved April 16, 1816.

ticipated in the battle thereon on the 11th of September, 1814, and was one of those gallant officers to whom Congress, in the following October, voted a sword, "as an honorable testimony of his country's approbation."

That he was detailed in 1817 to the United States schooner *Asp*, and proceeded in her to assist in making a survey of the southern coast. That the duty was attended with great exposure, and with the loss of many lives. That, while engaged in it, the health of the petitioner became impaired, and that he received an injury which prevents him from any active pursuit. That, in consequence of the disability under which he labors, the Secretary of the Navy dismissed him from service as a midshipman in December, eighteen hundred and twenty-eight, and appointed him as sailingmaster's mate, from which he has recently been discharged. That he has applied to be placed on the navy pension list, but failed, in consequence of his inability to procure the direct testimony required by law, inasmuch as those who were with him when the injury was received are all dead except one. The committee are of opinion that his name ought to be placed on the navy pension list, and report an amendment to the Senate bill, directing that he should be placed thereon. All of which is most respectfully submitted.

Amendment proposed to the Senate bill entitled "An act to provide for the relief of Joseph S. Cannon."

Strike out all after the enacting clause, and insert "That the Secretary of the Navy be, and he is hereby authorized and required to place the name of Joseph S. Cannon on the navy pension list, at the rate of ten dollars per month, payable from the 1st day of January, in the year eighteen hundred and twenty-nine."

21st CONGRESS.]

No. 444.

[2d Session.]

EXPLANATORY ESTIMATES FOR THE CONSTRUCTION OF NAVAL HOSPITALS AT CHARLESTON, BROOKLYN, AND PENSACOLA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 11, 1831.

NAVY DEPARTMENT, *February 4, 1831.*

Sir: The drawings and designs herewith transmitted have been prepared with a view to aid in the arrangement of plans and estimates for naval hospitals at Boston, New York, and Pensacola, in conformity to your letter of the 14th of December last.

I regret that so much delay has taken place in the preparation of these designs, but a desire to obtain the most accurate information on the subject, both as to the plans and the cost of their execution, has made it necessary that these should be derived, as far as practicable, from the places at which these buildings were proposed to be erected.

The paper marked A, contains the plan of a hospital to be built at Chelsea, near Boston, of hewn granite stone, and estimated for according to the price of such work near that city.

Paper marked B, is the plan of a hospital intended for Brooklyn, Long Island, to be built of brick, and estimated for according to the value of such work at that place.

Both these plans are drawn upon a scale of greater dimensions than is necessary for the present wants of the naval service at those stations. Several eminent surgeons of the navy have expressed the opinion that buildings which will afford accommodation for fifty or sixty sick, and the necessary rooms for the officers of the establishment, are quite as large as are needed at present for hospital purposes, either at New York or Boston.

It will be seen, on examining the plans referred to, that one wing of a building which will afford beds for sixty sick, and twelve large rooms for the surgeons and other officers of the hospital, may be erected at Chelsea, of hewn granite stone, for the sum of \$26,194.57, and that, at New York, a building of about the same size may be put up, of brick, for about the sum of \$19,000.

At Pensacola a large building will be required, because that place is the chief resort of the invalids of the West India squadron, and in consequence also of the greater sickness of the crews of the vessels engaged in the service on that station. It may be added, that at this place there are at this time no houses near the site of the building proposed to be erected, which can serve for the residence of any part of the officers or attendants of the hospital. At Chelsea and at Brooklyn there are such buildings, which, with a little repairs, will be useful to these officers, and thus diminish the expense in the erection of a new edifice.

The expenses of building at Pensacola, also, may be expected to be greater than at the other two places referred to; and it is presumed, from every consideration of the subject, that a building at Pensacola, of durable materials, (brick, &c.,) and large enough to contain seventy-five or a hundred sick, will cost a sum not less than \$30,000.

There is also transmitted herewith, marked C, an estimate of the expense of providing these hospitals with the furniture necessary to put them in operation. This estimate is believed to be sufficiently large to effect that object, and perhaps may be greater than necessary, because, at all the places mentioned, there are numerous articles of this description already provided, which may be used in the new hospital.

From the facts above stated, it is believed that hospitals, large enough for all the present wants of the navy, may be erected at Boston, New York, and at Pensacola, for a sum not exceeding \$75,000, and that these may be furnished and supported for twelve months for the further sum of \$10,000.

There is also sent herewith, marked D, an estimate of the expense of erecting a wharf at Pensacola, required by your letter above referred to. This is taken from the calculations of an engineer of much scientific attainment, and is presumed to be as accurate as the nature of the subject would allow.

I am, very respectfully, sir, your obedient servant,

JOHN BRANCH.

Hon. MICHAEL HOFFMAN, *Chairman of Naval Committee, House of Representatives.*

A.

NAVY COMMISSIONERS' OFFICE, February 2, 1831.

SIR: The Commissioners of the Navy transmit herewith a plan of a navy hospital near Charlestown, Massachusetts, with estimates of the expense of erecting it.

This plan exhibits three distinct buildings, or one building formed of three; the centre building is one hundred and sixty by thirty-five feet, and, built of hewn granite, is estimated to cost \$50,342.46. No. 1 and No. 3, placed at the ends of the centre building, are seventy by sixty-two feet, and either, built of hewn granite, is estimated to cost \$26,194.57. Thus the three, as shown in the plan of the principal story and in the elevation, would probably cost \$102,750.

The Commissioners regret that it has not been in their power, at an earlier day, to present the estimates called for with respect to the naval hospitals.

I have the honor to be, very respectfully, sir, your most obedient servant,

JOHN RODGERS.

HON. JOHN BRANCH, *Secretary of the Navy.*

No. 1.

Estimate for a building seventy by sixty-two feet, to be built with hewn granite, including labor and materials.

Digging and removing 1,286 yards of earth contained in cellar, at fifty cents..... \$643,00

MASON'S WORK.

150 yards rubble masonry in cellar wall, at \$4.75 per yard.....	\$712 50	
8,342 feet hewn stone, at 62½ cents per foot.....	5,213 75	
400,000 bricks, at \$10.50.....	4,200 00	
1,500 lbs. lead, at 8 cents.....	120 00	
Two hundred feet cornice (stone) with copper gutters, at \$5.....	1,000 00	
2,500 yards plastering, at 30 cents.....	750 00	
Fifty-five squares slating, contained in roof, at \$13.....	715 00	
Five hundred and twenty feet coppering, contained in flat, at 45 cents.....	234,00	
		12,945 25

CARPENTER'S WORK.

9,880 feet roof and joist, at 25 cents.....	\$2,470 00	
13,020 feet floorings, complete, at 25 cents.....	3,255 00	
Twenty doors, at \$21 each.....	420 00	
Twenty-four windows, at \$23 each.....	552 00	
Sixteen Venitian windows, at \$36 each.....	576 00	
Two dormer windows, at \$36.....	72 00	
20,652 feet furings, at 2 cents per foot.....	413 04	
2,052 feet base and grounds, at 30 cents.....	615 60	
Finishing two staircases.....	450 00	
2,660 feet furing joists, at 10 cents.....	266 00	
1,000 lbs iron, at 10 cents.....	100 00	
		9,189 64

Add fifteen per cent. for contingencies and superintendence..... 3,416 68

\$26,194 57

No. 3.

The estimate for No. 3 the same as for No. 1.

Estimate for a building one hundred and sixty by thirty-five feet, to be built with hewn granite, including labor and materials.

MASON'S WORK.

1,659 yards digging, at 50 cents.....	\$829 50	
Two hundred and seventy-seven yards rubble stone, at \$4.75.....	1,315 75	
Three hundred and twenty feet cornice and copper gutters, at \$5.....	1,600 00	
1,416 feet hammered stone, at 62½ cents.....	8,850 00	
616,000 bricks, at \$10.50.....	6,468 00	
One hundred and sixty feet edge stones, at 50 cents.....	80 00	
Ninety-three squares slating, at \$13.....	1,209 00	
3,000 lbs. lead, at 7 cents.....	210 00	
3,800 yards plastering, at 30 cents.....	1,140 00	
		\$21,702 25

CARPENTER'S WORK.

18,000 feet roof and garret, at 25 cents.....	\$4,500 00	
19,200 feet flooring, complete, at 25 cents.....	4,800 00	
Sixty-six windows, at \$23 each.....	1,518 00	
Eighteen dormer windows, at \$36 each.....	648 00	
Thirty-six doors, at \$21 each.....	756 00	
24,424 feet furings, at 2 cents.....	488 48	
1,892 feet base and grounds, at 30 cents.....	567 60	
Stairs.....	576 00	
Joist partitions, 1,520 feet, at 10 cents.....	152 00	
4,320 feet platform for front, at 13 cents.....	561 60	
		14,567 68

SMITH'S WORK.

Three hundred and twenty feet railing and platform, contained in two piazzas, at \$10.....	\$3,200 00	
Twenty-two iron columns, 10 feet 6 inches long, 13,640 lbs., at 5 cents.....	682 00	
Forty-four iron columns, 14 feet 6 inches long, 37,700 lbs., at 5 cents.....	1,885 00	
		\$5,767 00
		\$42,036 93
Add fifteen per cent, for contingencies and superintendence.....		6,305 53
		\$48,342 46

Furnace for warming and ventilating, cookery, laundry, stove, &c, rain-water tanks, well and pumps, water-closets, &c, all of which cannot now be accurately estimated, will probably cost about \$2,000.

B.

NAVY COMMISSIONERS' OFFICE, *January 31, 1831.*

Sir: The Commissioners have the honor to submit herewith a plan for a navy hospital, which has been prepared under the directions of Commodore Chauncey, accompanied by an extract from his letter to the Commissioners, dated 22d instant, and an estimate of the cost of the building.

The Commissioners are looking daily for a plan and estimate from the Boston yard, which, as soon as received, shall be submitted.

I have the honor to be, with great respect, sir, your obedient servant,

JOHN RODGERS.

Hon. JOHN BRANCH, *Secretary of the Navy.*

Extract from a letter dated—

UNITED STATES NAVY YARD, *New York, January 22, 1831.*

I thought it best to submit to you a plan for a complete building, which, if approved, the government could build any part of it that the want of the service might require, and complete the whole building at some future day. One wing would accommodate from fifty to sixty patients, with the medical attendants.

The general plan of the building, I think, is a good one, although I believe that the walls are not of a sufficient thickness. The foundation walls should, in my opinion, be at least thirty inches, and the outside brick walls sixteen inches. It would also require cellars under some part of the building, and a piazza and colonnade in front, neither of which have been estimated for.

The estimate, altogether, I think low, and that ten per cent. may be added with safety. Mr. Thompson thinks, however, that he can erect the building for the estimate, and that he could put up a stone building for nearly the same amount, to be rough cast. All which is respectfully submitted.

I have the honor to be, very respectfully, gentlemen, your obedient servant,

I. CHAUNCEY.

Hon. NAVY COMMISSIONERS, *Washington, D. C.*

NEW YORK, *January 21, 1831.*

Sir: I will furnish all the materials, and construct a three-story brick hospital, with a blue stone basement, two feet thick, with twelve-inch outside brick walls, partition walls eight inches thick, slate roof and copper gutters, hard finished walls, and a small iron grate in each room, the building to be properly timbered with floors of white pine, planed and grooved, six-panel doors with seven-inch rim locks, sashes hung with weights, and wood work painted with two coats of white lead.

The centre building for the sum of.....	\$19,000 00
Each wing \$16,000.....	32,000 00

The whole for.....	\$51,000 00
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Or any section for its separate sum, to be finished conformably to the plans submitted.

I am, dear sir, respectfully, your obedient servant,

MARTIN E. THOMPSON.

To Comd. ISAAC CHAUNCEY, *commanding United States Navy, New York.*

C.

NAVY DEPARTMENT, *December 18, 1830.*

Sir: In reply to your inquiries relative to the cost of accommodation and support of seventy-five patients at a hospital at Pensacola, and fifty patients at a hospital at Charlestown, Massachusetts, and New York, I have herewith annexed such estimates of the cost of furnishing the hospital at Norfolk with such articles as, in addition to those I found there, I deem sufficient to accommodate six officers and fifty men, as my memory enables me to present, referring you to the actual bills, all which are rendered and approved, for more precise information.

Matresses for six officers, best Philadelphia made, at \$10.50	\$63 00	
Matresses for fifty men, made as the others, at \$8.50	425 00	
		\$488 00
Fifty iron bedsteads, at \$15 each.....		750 00
Six bedsteads of wood, secured, and sacking bottoms, for officers, at \$10.....		60 00
Two bedsteads for assistant surgeon and steward, at the same price.....		20 00
Sheets, pillow cases, blankets, coverlets, a sufficiency for each bed, say two blankets, three pairs of sheet, three pillow cases, two coverlets, each bed \$12.....		696 00
Kitchen furniture.....		100 00
Twelve Windsor chairs, with pots and double bottoms, each \$3.50.....		42 00
Fifty pine clothes-boxes, painted, one for each bed, at \$2 each.....		100 00
Six cherry bureaus for officers rooms, at \$15; two cherry bureaus for assistant surgeon and steward's rooms, at \$15.....		100 00
Spitting boxes, sixty, 30 cents each.....		18 00
Widior chairs, three dozen, at \$12 per dozen.....		36 00
Two easy chairs, one for officers' use, at \$18; one easy chair for men's use, at \$10; covers for chairs, at \$8.....		36 00
Towels, fifty, at 37½ cents each.....		18 75
Table cloths, for officers' tables, at \$4 each, one dozen		48 00
Table cloths for men's tables, at \$2 each, two dozen		24 00
Delf or table ware, such as pots for chambers, dishes, cups, plates, &c.		50 00
Glass ware, such as tumblers, &c.		20 00
Knives and forks, eight dozen, for men		16 00
Knives and forks for officers, three dozen		18 00
Spoons, twelve dozen, at \$1 per dozen, for men.....		12 00
Spoons for officers, three dozen large, at \$2 per dozen	\$6 00	
Spoons for officers, three dozen small, at \$1.50 per dozen	4 50	
		10 00
One sideboard, mahogany, at \$50, for dining room.....		50 00
One dining table, mahogany.....		18 00
One ten table, mahogany.....		10 00
Six midshipmen's or steerage mess tables, for men's dining room, at \$5 each		30 00
One looking glass for each officer's room, at \$2 each.....		12 00
One washstand for each, \$3.....		18 00
Carpeting for dining room and sides of beds, say.....		60 00
Curtains of calico, say one hundred and fifty yards, at 25 cents per yard		37 50
Tables, <i>small</i> , pine, painted, for wards, one to every bed, say 50 cents each.....		25 00
Six tables for officers' rooms, at \$1 each		6 00
Covers for same, of oil cloth, thirty yards, at 40 cents per yard.....		12 00
Stoves, at \$10 each, four to each fifty men		40 00
Pipe for same, \$5 each stove		20 00
Fenders for officers' rooms and assistant surgeon's and steward's rooms, at \$4 each.....		24 00
Andirons, shovels and tongs, brushes, bellows, &c., for each office, assistant surgeon and steward, \$9		63 00
Cost for Charlestown, Massachusetts.....	\$3,108 75	
Cost for New York.....	3,108 75	
Cost for Pensacola, being an increase of twenty-five beds, would be, say \$1,000 more....	4,108 75	
		\$10,326 25

Support for each hospital—first servants.

A steward, at \$18.....	\$18 00	
A wardmaster, at \$12.....	12 00	
Two servants, at \$10.....	20 00	
Two nurses, at \$8	16 00	
		\$66 00
Support of each patient (fifty-six), officers, one assistant surgeon, one steward, one wardmaster, two servants, two nurses, each say, by a large allowance, \$500 per month, is...	315 00	
Washing per month, say	35 00	
Fuel per month, say.....	30 00	
Lights, per month, say	8 50	
		\$454 50
\$454.50 per month, for fifty-six patients, seven servants and attendants, rations of fifty-six patients, seven servants and attendants, per month, at \$7.50, is.....	472 50	
Difference in favor of hospital per month.....		\$18 00

I am, sir, very respectfully, your obedient servant,

WILLIAM R. BARTON.

To the Hon. SECRETARY of the Navy.

21ST CONGRESS.]

No. 445.

[2D SESSION.]

ON THE PROPRIETY OF INCREASING THE PAY OF CAPTAINS AND MASTERS COMMANDANT OF THE NAVY; A STATEMENT OF ASSIMILATED RANK OF OFFICERS OF THE ARMY AND NAVY, AND NUMBER OF PROMOTIONS IN THE ARMY SINCE 1816.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 16, 1831.

Mr. DORSEY, from the Committee on Naval Affairs, to whom was referred so much of the President's message as relates to the navy, reported (on so much thereof as recommends an increase of the navy pay:)

That, in the infancy of the government, when the national treasury was oppressed with a heavy debt, and the resources of our country for the purposes of national revenue had not been fully developed, statesmen of unquestionable patriotism and eminent political sagacity resisted the policy of creating a permanent national navy, under a belief that the expenses thereof would be too oppressive on the people, and who also feared that our vessels-of-war could not contend, with any expectation of conquest, with the old navies of Europe, and predicted that, whenever they should put to sea in time of war, they were destined to flatter the pride and to increase the fleets of our enemies.

The depredations committed on our commerce, and the wrongs inflicted on our seamen, by the corsairs of Algiers, at length induced Congress, in 1794, to provide for the building of a few vessels-of-war.

To raise the funds necessary for this purpose, an additional duty was laid on the importation of certain enumerated articles, and a loan was authorized, reimbursable from the proceeds of these duties. In 1797 and 1798, the cruisers of France entered within our jurisdictional limits, captured the vessels of her enemy, and committed depredations on our commerce.

To repress these lawless acts of aggression, Congress provided for a further increase of our navy. The pressure on the national revenue had not then been lessened, neither had those doubts and fears as to the policy of creating a permanent navy subsided. These acts did not look to such an establishment. They owed their origin to the immediate necessities of the nation for maritime defence, and were to be inoperative if peace should be restored.

This indisposition towards a permanent navy, the temporary character of the service, and the necessity for the immediate addition to the public burthens which this increase of our naval armament imposed, must have induced Congress to have graduated the navy pay as low as practicable, consistently with the public service. No certain and regular addition has since been made to it. The brilliant achievements of the navy during the late war produced a revolution in the public opinion in its favor. The nation became convinced of the expediency of fostering its growth, and that the pay of its gallant officers was too small; and Congress, by the act of 1815, vested in the President a discretionary power of enlarging it twenty-five per cent, whenever the nature of the service in which the navy should be employed should in his judgment require it.

At the close of the late war, the public debt had been much increased. An anxiety for its prompt reduction pervaded the community.

A system of general retrenchment was adopted by Congress, and the discretionary power vested in the President by the act of 1815 was withdrawn by the act of February, 1817.

The committee submit herewith a tabular statement, showing the navy pay from 1794 until the present time.

Congress, after many appeals to its munificence and justice, expressed its conviction that the pay of lieutenants and surgeons in the navy was inadequate, and, by the acts of 18—, and 18—, increased theirs.

The committee have presented this historical account of the rise, progress, and present state of the navy pay, to aid Congress in its deliberations on the question now presented: Do justice and sound policy require an increase of the pay of captains and masters commandant?

The late and present chief magistrate (notwithstanding his solicitude to prevent any diversion of the revenue from the early extinguishment of the national debt) have, in their annual communications, earnestly recommended to Congress to increase the navy pay.

The committee mean not to advocate the degrading doctrine that the recommendations of the chief magistrate ought, without inquiry, to be adopted; but it must be conceded that his opinion, communicated to Congress on his high responsibility, as to the expediency of measures within his own immediate and personal knowledge and observation, is entitled to very high consideration.

His military life eminently qualifies him to judge as to the expenses necessarily incurred by officers in either branch of the public defence.

Distributive justice requires that the pay and emoluments of officers of equal grade, rendering like services, discharging like duties, and exposed to like dangers, should approximate. A legislation which neglects this great fundamental principle of national justice, engenders repinings, dissatisfaction, and jealousies. It cannot but be regretted that the laws of Congress furnish, in relation to the army and navy, most glaring departures from this harmonizing principle. The relative rank of the officers of the army and navy is graduated thus:

A captain under 5 years, whose pay is \$1,930, ranks with a lieutenant colonel, who receives \$2,372.32.

A captain over 5 years and under 10, ranks with a colonel, who receives \$2,941.32.

A captain over 10 years and under 15, ranks with a brigadier general, who receives \$4,422.49.

A captain over 15 years ranks with a major general, who receives \$6,512.64.

A master commandant, whose pay is \$1,176, ranks with a major, who receives \$2,106.32.

The land officer is selected in his youth, placed under the control of professors eminent for their moral worth and scientific attainments, and paid by the government. After remaining four years in this state of pupillage and probation, he is called into the army, and in a very short time appointed to services, carrying with them pay and emoluments greater than those of a sea officer who may have spent twenty years in the service.

No system of instruction at the public expense has been adopted for the navy service.

The midshipman may devote any portion of his time, which can be spared from his navy duties, to obtain instruction in the line of his profession, at his own expense.

This is not the only inequality. The various grades of rank in the army give room for promotion. It is not so with the naval service. The captain of to-day, notwithstanding he may remain in the public service during a long life, must die a captain, as Congress has not yet deemed it expedient to establish a higher rank in the naval service.

But the inequality does not stop here; the army officer is rewarded, for ten years of meritorious service, with a brevet rank, conferring honor, and bringing with it an increase of pay.

The officer of the navy receives no such flattering mark of distinction, although he may have, from the vigor of youth to the decrepitude of old age, spent his life, without intermission, in the exercise of his profession, with honor to himself and with profit and glory to his country, as there is no brevet rank established for the navy.

The committee have deemed it proper to collect information from official sources as to the relative number of promotions which have taken place in the army and navy since 1816, and, also, the number of brevet rank which has been granted from that period.

While Congress has thus made such honorable and provident provision for the gallant officers of the army, those of the navy (who have, with such consummate valor, admirable skill and noble daring, sustained the honor of our infant flag against every foe, and who, at the proudest period of the naval glory of England, dispelled, by successive victories, that confidence in her naval invincibility, which a series of brilliant and exterminating triumphs over the combined navies of Europe had produced) have experienced from Congress a mortifying indifference to every appeal and recommendation made to it, to approximate their pay to that of the army.

Is there anything in the character of the two services which vindicates this disparity in emoluments and honors, and this indifference to the claims of the navy officers?

Does the army service require a higher order of intellect, or greater professional attainments? Is it more exposed to danger, or attended with greater deprivations?

Does it impose higher responsibilities? or have the present army incumbents a greater claim on the justice, gratitude, and munificence of their country than those of the navy?

The committee have deemed it expedient to procure a list of deaths in the navy since 1816. It presents a picture of mortality at which (when contrasted with the number of those employed) the naval officer looks with the most fearful and agonizing forebodings, whenever he is ordered to cruise under a tropical sun, more fraught with danger to human life than even the carnage of battle—a risk from which the army officer is exempted, as he is most generally employed at salubrious stations. Great as the disparity between these two branches of our national defence is thus demonstrated to be, that between the civil list and navy is still more glaring.

The committee exhibit herewith a statement of the progressive and present pay of the civil list, from which it appears that the clerk who transcribes the executive orders to the naval officer, and who gives not to his official duties more than six hours in the day, enjoying all the comforts of domestic life, receives from his government a higher pay than the naval officer, who, leaving his home, and while guarding with parental solicitude the lives of his crew, exposes his own in every climate, protecting our commerce, vindicating our honor, regulating, upon a high and fearful responsibility, our intercourse with foreign nations, and exposing himself in battle whenever his country calls.

This inequality in our legislation does not stop even here.

The present navy pay was graduated in 1799. The pay of all the officers of the government on the civil list, established before then, has been increased.

Either the enhanced price of the necessities of life, the changed condition of society, or the increased resources of the government, giving rise to more liberal notions as to the value of official services, must have conduced to this increase of compensation.

The navy officers have a right to expect, upon every principle of justice, that the same causes should be productive of the like results in relation to them.

The original sphere of action of no branch of the public service has been so enlarged as that of the navy. The pay was fixed at a period when the operations of the navy were limited, principally, to the duty of convoy. Its most enthusiastic friends, then, never anticipated that our naval flag would visit every part of the habitable globe, waving over ships-of-war which would attract attention, excite admiration, and be adopted as models for imitation by the principal maritime power of Europe.

This event, so flattering to our national pride, has been realized. This attractive condition of our navy, and its expanded intercourse, impose upon its officers the most distressing pecuniary expenditures.

Our national character, and the obligations of society, constrain them to reciprocate the courtesies which are extended to them, and which they could not decline without incurring the imputation of mercenary motives.

The naval officer, when afloat, requires two separate establishments. His family must be housed, clothed, and fed, and his children educated. His own table must be supplied from foreign markets, and at the most exorbitant prices. The efficiency and harmony of the service require that he should extend to the officers of the ship and of the squadron the hospitality of his table. It appears to the committee that every observer of domestic expenditure, of the present state of society, and of our naval character and operations, must be convinced that the navy pay is not sufficient for these double establishments. So oppressive have they been, that, in the general, there has been no saving of money among our naval officers.

There are very few of them who are not constrained, when they go to sea, to leave with their families allotment tickets of their monthly pay. Naval officers of admitted prudence and economy have returned from a long cruise without saving a dollar of their pay. While the simplicity of our republican institutions requires that there shall be no prodigal expenditure of public money to gratify the vanity of official station, a just and provident policy requires that those who devote themselves to the public service, and their lives to danger, for the public good, should receive from the public treasury the means of supporting their families, and those expenses which the stations to which they are called imperiously impose, and from which they cannot shrink without degradation of national and individual character.

The committee have procured a statement of the navy pay of some of the European nations, and it is submitted, so that Congress may contrast theirs with ours.

Immediately after the late European war, in a time of profound peace, and when their national debt

was the most oppressive, the people of England loudly murmured against the disparity of pay between their land and naval forces, and remonstrated against the lowness of the navy pay. These murmurings and remonstrances were not disregarded. An order of council, in 1817, passed, approximating the navy pay to that of the army, and was received with general satisfaction.

The committee verily believe that a similar approximation of pay would be received by the American people, in this moment of national wealth, with high approbation. A high-minded and magnanimous people are always pleased at seeing the vindicators of their rights receiving from their government adequate remuneration.

Great Britain graduates her pay according to the ratings of her ships.

This is in consonance with the frame of her government, which recognizes the necessity of sustaining the executive department by an increase of its patronage. Such a scale of graduation ought not, therefore, to be incorporated into the naval code of this country, because of that very tendency to enlarge the sphere of executive patronage.

The experience of the last war has produced an universal opinion that, in all future wars with European powers, our national honor is to be sustained, that our rights are to be vindicated, and our homes are to be protected, by a *navy*. Under this conviction, millions of the public money have been expended in providing for the permanent increase of the navy.

At the present time, when Europe is convulsed by revolution, portending an appeal to arms, and which may eventually drive us from our pacific relations, it is all-important that a fair compensation should tranquilize the mind of the naval officer, reconcile him to the service, and render it desirable to others.

Under the influence of the preceding considerations, the committee are of opinion that a just and enlightened policy requires that the pay of the captains and masters commandant should be increased.

The committee have forbore to interfere with that of lieutenants and surgeons, inasmuch as they have no reason to believe that any recent circumstances require any legislation in relation to their pay.

The committee find that, from the first organization of the navy, a practice has prevailed in the Navy Department of allowing to the navy officers emoluments, contingent on services performed by them, supposed to be not strictly within the range of their naval duties.

From the nature of the service, it was impracticable to foresee and to provide by legislation for all the duties which the officer might be called on to perform.

Much, therefore, was left for executive discretion.

These contingent emoluments have been productive of much embarrassment, in their adjustment, to the head of the department, and of much jealousy and discontent among the officers; and, as experience has now pointed out the general character of these duties, the spirit of the government requires that official discretion should be circumscribed by legislative provision.

The government has quarters for the commandant at all of our navy stations, except Baltimore. The committee have, therefore, made provision for one at that place. The cabin furniture, except fixtures, for our ships-of-war, has heretofore been furnished by the commander, and an allowance has been made to him, graduated according to the class of the ship. The committee think it advisable to let the government exclusively furnish the cabin.

The committee have, in accordance with these views, reported a bill providing for the increase of the pay of captains and masters commandant, graduating the same upon the principle of assimilated rank, as recommended by the Secretary of the Navy.

A statement of assimilated rank in the present state of the navy.

There are in the navy thirty-seven captains,

17 of whom have been in commission above fifteen years, and rank with a major general.

3 have been in commission over ten and under fifteen years, and rank with a brigadier general.

8 have been in commission under ten and over five years, and rank with a colonel.

9 have been in commission under five years, and rank with a lieutenant colonel.

37

There are in the navy thirty-three masters commandant, who rank with a major.

Statement showing the number of promotions in the army, in each grade respectively, since 1816.

	No. of colonels promoted to brigadier or major generals.	No. of lieutenant colonels promoted to colonels.	No. of majors promoted to lieutenant colonels.	No. of captains promoted to majors.	No. of 1st lieutenants promoted to captains.	No. of 2d lieutenants promoted to 1st lieutenants.	No. of 3d lieutenants promoted to 2d lieutenants.	Total.
1816.....				1	8	32	12	53
1817.....		1	3	3	30	54	21	112
1818.....		3	5	6	23	90	12	139
1819.....		1	4	5	29	65	5	109
1820.....	1	2	1	2	12	34	1	53
1821.....		1	1		1	5		8
1822.....		1	1	2	11	21		36
1823.....					8	26		34
1824.....				1	14	15		40
1825.....		1	1	3	13	21		39
1826.....		1	1	2	6	17		27
1827.....				1	10	18		29
1828.....	1	2	2	2	7	17		31
1829.....			1	1	6	14		22
1830.....		1	1	2	4	11		19
	2	14	21	31	182	440	51	741

R. JONES, *Adjutant General.*

ADJUTANT GENERAL'S OFFICE, Washington, January 27, 1831.

Statement showing the number of promotions in the army by brevet, in each grade respectively, since 1816.

	No. of brigadier generals promoted to major generals by brevet.	No. of colonels promoted to brigadier generals by brevet.	No. of lieutenant colonels promoted to colonels by brevet.	No. of majors promoted to lieutenant colonels by brevet.	No. of captains promoted to majors by brevet.	No. of 1st lieutenants promoted to captains by brevet.	Aggregate.
1816.....							
1817.....					1		1
1818.....					1		1
1819.....							
1820.....							
1821.....							
1822.....		1		1	3		5
1823.....		1	2	5	12		21
1824.....		3	4	6	14	3	30
1825.....			2	2	2		6
1826.....		2		2	2		6
1827.....				1	5	2	8
1828.....	1	2	1		10	11	25
1829.....					1	2	3
1830.....							
	1	9	9	17	51	19	106

R. JONES, *Adjutant General.*

ADJUTANT GENERAL'S OFFICE, Washington, January 27, 1831.

21ST CONGRESS.]

No. 446.

[2D SESSION.

ON THE CLAIM OF A SURETY OF A PURSER OF THE NAVY TO BE RELEASED FROM LIABILITY TO THE GOVERNMENT, ON THE GROUND OF ITS OFFICERS TO COMPEL THE PURSER TO SETTLE HIS ACCOUNTS, AND ALSO TO INFORM HIM THAT THE PURSER WAS ALREADY A DEFAULTER WHEN HE SIGNED HIS NEW BOND.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 18, 1831.

Mr. WHITTLESEY, from the Committee on Claims, to whom had been referred the bill from the Senate (No. 11) for the relief of George Johnson, reported:

That this case was before the committee at the last session; and, after a minute examination of it, as it was then presented, the committee recommended that the bill be rejected, to which report the committee refer. The committee have reconsidered said report, and see no grounds for altering their opinion on any of the points discussed in it. During the present term of the Supreme Court, a case has been decided in favor of the defendant, in an action brought on a bond in favor of the United States, the condition of which, in all particulars, is similar to the one in the bond signed by the petitioner as the security of Purser Bourne. A copy of the decision referred to is filed among the papers. With this decision before them, the committee think the petitioner is entitled to relief.

Opinion of the Supreme Court of the United States, delivered at January term, 1831.

UNITED STATES vs. THOMAS TINGEY.

This is a writ of error to the circuit court of the District of Columbia, sitting at Washington. The original action was brought by the United States, upon a bond executed by Lewis Deblois, and by Thos. Tingey and others as his sureties, on the 1st of May, 1812, in the penal sum of \$10,000, upon condition that, if Deblois should regularly account, when thereto required, for all public moneys received by him from time to time, and for all public property committed to his care, with such person or persons, officer or officers of the Government of the United States, as should be duly authorized to settle and adjust his accounts, and should, moreover, pay over, as might be directed, any sum or sums that might be found due to the United States upon any such settlement or settlements, and should also faithfully discharge, in every respect, the trust reposed in him, then the obligation to be void, &c. In point of fact, Deblois was at the time a purser in the navy, though not so stated in the condition; and there is an endorsement upon the bond, which is averred in one of the courts, of the declaration to have been contemporaneous with the execution of the bond, which recognizes his character as purser, and limits his responsibility as such; and the bond was unquestionably taken, as the pleadings show, to secure his fidelity in office as purser.

The declaration contains two counts—one in the common form for the penalty of the bond, and a second setting forth the bond, condition, and endorsement, and averring the character of Deblois, as purser, his receipt of public moneys, and the refusal to account, &c., in the usual form. Several pleas were pleaded, upon some of which issues in fact were joined. To the 3d, 4th, 5th, 6th, and 8th pleas, the United States demurred, and judgment upon the demurrers was given for the defendant in the circuit court; and the object of the present writ of error is to revise that judgment.

There is no statute of the United States expressly defining the duties of pursers in the navy. What those duties are, except so far as they are incidentally disclosed in public laws, cannot be judicially shown to this court. If they are regulated by the usages and customs of the navy, or by the official orders of the Navy Department, they properly constitute matters of averment, and should be spread upon the pleadings. It may be gathered, however, from some of the public acts regulating the Department, that a purser, or, as the real name originally was, a burser, is a disbursing officer, and liable to account to the government as such. The act of the 3d of March, 1809, ch. 95, sec. 3, provided that, exclusively of the purveyor of public supplies, paymasters of the army, pursers of the navy, &c., no other permanent agents should be appointed, either for the purpose of making contracts, or for the purchase of supplies, or for the disbursement in any other manner of moneys for the use of the military establishment, or of the navy of the United States, but such as should be appointed by the President of the United States, with the advice and consent of the Senate; and the next section (sec. 4) of the same act provided that every such agent, and every purser of the navy, should give bonds, with one or more sureties, in such sums as the President of the United States should direct, for the faithful discharge of the trust reposed in him; and that, whenever practicable, they should keep the public money in their hands in some incorporated bank, to be designated by the President, and should make monthly returns to the Treasury of the moneys received and expended during the preceding month, and of the unexpended balance in their hands. This act abundantly shows that pursers are contemplated as disbursing officers and receivers of public money, liable to account to the government therefor. The act of the 30th March, 1812, ch. 47, made some alterations in the existing law, and required that the pursers in the navy should be appointed by the President, by and with the advice and consent of the Senate; and that from and after the first day of May, then next, no person should act in the character of purser who should not have been so nominated and appointed, except pursers on distant service, &c., and that every purser, before entering upon the duties of his office, should give bond, with two or more sufficient sureties, in the penalty of ten thousand dollars, conditioned faithfully to perform all the duties of purser in the navy of the United States. This act, so far as regards pursers giving bond, and the import of the condition, being in part matured, operates as a virtual repeal of the former act. The subsequent legislation of Congress is unimportant, as it does not apply to the present case.

It is obvious that the condition of the present bond is not in the terms prescribed by the act of 1812, ch. 47, and it is not limited to the duties or disbursements of Deblois, as purser, but creates a liability for

all moneys received by him, and for all public property committed to his care, whether officially as pursuer or otherwise.

Upon this posture of the case, a question has been made, and elaborately argued at the bar, how far a bond, voluntarily given to the United States, and not prescribed by law, is a valid instrument, binding upon the parties in point of law. In other words, whether the United States have, in their political capacity, a right to enter into a contract, or to take a bond in cases not previously provided for by some law. Upon full consideration of this subject, we are of opinion that the United States have such a capacity to enter into contracts. It is, in our opinion, an incident to the general right of sovereignty; and the United States being a body politic, may, within the sphere of the constitutional powers confided to it, and through the instrumentality of the proper department to which those powers are confided, enter into contracts not prohibited by law, and appropriate to the just exercise of those powers. This principle has been already acted on by this court in the case of *Dugan, executor, vs. the United States* (3 Wheaton R., 172), and it is not perceived that there lies any solid objection to it. To adopt a different principle would be to deny the ordinary right of sovereignty, not merely to the general government, but even to the State governments, within the proper sphere of their own powers, unless brought into operation by express legislation. A doctrine to such an extent is not known to this court as ever having been sanctioned by any judicial tribunal.

We have stated the general principle only, without attempting to enumerate the limitations and exceptions which may arise from the distribution of powers in our government, or from the operation of other provisions in our Constitution and laws. We confine ourselves, in the application of the principle, to the facts of the present case, leaving other cases to be disposed of as they may arise; and we hold that a voluntary bond, taken by authority of the proper officer of the Treasury Department to whom the disbursement of public moneys is entrusted, to secure the fidelity in official duties of a receiver or a disbursing agent of public moneys, is a binding contract between him and his sureties and the United States, although such bond may not be prescribed or required by any positive law. The right to take such a bond is, in our view, an incident to the duties belonging to such a department, and the United States having a political capacity to take it, we see no objection to its validity in a moral or a legal view.

Having disposed of this question, which lies at the very threshold of the case, and meets us upon the face of the second count in the declaration, it remains to consider whether any one of the pleas demurred to constitutes a good bar to the action. Without adverting to others, which are open to serious objections on account of the looseness and generality of their texture, we are of opinion that the fifth plea is a complete answer to the action. That plea, after setting forth, at large, the act of 1812, respecting pursers, proceeds to state that, before the execution of the bond, the Navy Department did cause the same to be prepared and transmitted to Deblois, and did require and demand of him that the same, with the condition, should be executed by him with sufficient sureties, before he should be permitted to remain in the office of purser, or to receive the pay and emoluments attached to the office of purser; that the condition of the bond is variant and wholly different from the condition required by the said act of Congress, and varies and enlarges the duties and responsibilities of Deblois and his sureties; and "that the same was, under color and pretence of the said act of Congress and under color of office, required and extorted from the said Deblois, and from the defendant, as one of his sureties, against the form, force, and effect of the said statute, by the then Secretary of the Navy." The substance of this plea is, that the bond, with the above condition variant from that prescribed by law, was, under color of office, extorted from Deblois and his sureties, contrary to the statute, by the then Secretary of the Navy, as the condition of his remaining in the office of purser and receiving its emoluments. There is no pretence, then, to say that it was a bond voluntarily given, or that, though different from the form prescribed by the statute, it was received and executed without objection. It was demanded of the party upon the peril of losing his office; it was extorted under color of office against the requisitions of the statute. It was plainly, then, an illegal bond; for no officer of the government has a right, by color of his office, to require from any subordinate officer, as a condition of holding office, that he should execute a bond with the condition different from that prescribed by law. That would be, not to execute, but to supersede the requisitions of law. It would be very different where such a bond was, by mistake or otherwise, voluntarily substituted by the parties for the statute bond, without any coercion or extortion by color of office.

The judgment of the circuit court is affirmed.

WASHINGTON, February 8, 1831.

I, Richard Peters, reporter of the decisions of the Supreme Court of the United States, do hereby certify that the foregoing pages contain a true copy of the opinion of the Supreme Court of the United States, in the case of the United States against Thomas Tingey, as delivered by said Supreme Court, at January term, eighteen hundred and thirty-one.

RICHARD PETERS

APRIL 12, 1830.

Mr. WHITTLESEY, from the Committee on Claims, to whom was referred the bill from the Senate, entitled "An act for the relief of George Johnson," reported:

That, while this committee concur in the correctness of the statement of facts contained in the report of the Judiciary Committee of the Senate, which reported this bill, it is with regret they have felt themselves obliged to dissent from that committee in the conclusion at which they arrived. This committee deem it to be proper to state, explicitly, the grounds on which their opinion is formed, with the hope and belief that, if it is erroneous, the House will promptly correct the error, and grant the relief contemplated by the bill.

The petitioner's right of relief may be examined under three heads: 1st. That he was not informed by the government, when he executed the bond, on the 30th of April, 1817, of a previous defalcation. 2d. Mr. Bourne, the principal, was continued in the service without being called on to settle his accounts; and was transferred from one ship to another, without having settled his accounts; and was ordered from

one ship to another, without producing a certificate from the Fourth Auditor, or other satisfactory evidence that he had settled up his accounts for the last ship to which he belonged, and that a balance against him did not exceed \$1,000, contrary to the laws of the United States, and the rules and regulations of the Navy Department; and that he was not reported as a defaulter. 3d. The government neglected to institute a suit against Mr. Bourne in his lifetime, or against his securities after his death, until the co-securities of Mr. Johnson had gone without the jurisdiction of the United States.

If the petitioner is entitled to relief under the first position, it is on the ground of fraud, which consists in the suppression of truth, or the suggestion of falsehood. It is not pretended, in this case, that the securities inquired of the officers of the government as to the defalcations of Mr. Bourne, and, of course, there could not have been any suppression of truth; nor is it pretended that any measures whatever were used to induce the petitioner and the other securities to sign the bond.

The act of March 1, 1817, required the pursers to enter into bonds in the penal sum of twenty-five thousand dollars; the three securities were residents of New York; and it is understood that the bond was executed there. The law does not contemplate that pursers' bonds should be executed at the seat of government, for it provides that the "securities shall be approved by the judge or attorney of the United States for the district in which such pursers shall reside."

The officers of the government, who had any knowledge of the existence of the defalcation of Mr. Bourne, on the 30th of May, 1816, had no means of ascertaining who he would offer as his securities; and could not, therefore, have given information of the defalcation, if it had been their duty to have given it. But the committee do not consider this duty was imposed on them, unless interrogated by those about to enter into the bond. The securities undertake that the principal shall faithfully perform his trust, and, if he does, it is immaterial whether he is solvent or insolvent. They are supposed to know what are the circumstances of their principal; and they guaranty that they are good, and that confidence may be placed in his fidelity and ability to discharge the trust reposed in him; and they agree to respond all the damages the obligee may sustain by a breach of the trusts.

The second point involves more difficulty; and, in order to arrive at a correct conclusion, the committee have been led to examine the decisions of the courts in analogous cases, and the reports of several committees of this House.

Whether the officers of the government can be guilty of such gross negligence by not enforcing the laws, and the regulations of the Department, as to discharge securities, is a question deeply interesting to the finances of the country. It may be conceded by some, that, as an abstract question of law, laches are not imputable to the government; and that, although courts cannot on this account afford relief, still that Congress may do it in the exercise of a sound discretion, and by adopting equitable principles to each case that shall be presented.

It is desirable that the decisions on this subject should be uniform; and the committee fear that, if Congress shall grant relief on the grounds of the negligence of the accounting officers, securities will not consider it as a part of their duty to look after the principal, and see that he performs his trust. The objects of requiring bail will be much lessened, if not rendered entirely nugatory.

If it is proper that Congress should grant relief, it appears to the committee that it is expedient to vest this power in the courts, that can investigate the cases with much less expense than they can be investigated here.

The petitioner relies on the 4th section of an act, passed 3d of March, 1809, vol. 4, page 220; and on the 13th and 14th sections of the act of March 3, 1817, vol. 6, page 199; and on the proviso of the 2d section of the act of 15th of May, 1820, vol. 6, page 520; and on the 1st, 3d, and 4th rule regarding pursers, under the rules and regulations prepared by the Board of Navy Commissioners, according to the 2d section of an act passed 7th February, 1815, vol. 4, page 792, in support of his position that he is discharged, by the continuance of Bourne in service while he was in arrear, and by the negligence of the accounting officers. The contract was substantially this: The bond was to be operative, if the principal did not regularly account, when thereunto required, for all public moneys received by him from time to time, and for all public property committed to his care; or if he did not pay over all sums of money due on settlement, or if he did not faithfully discharge, in every respect, the trust reposed in him; on the happening of either of these contingencies, the sureties agreed to pay to the United States such damages as they might sustain within the penalty of the bond.

The United States had appointed Mr. Bourne purser in the navy; and they were to place in his hands money, and other property, to enable him to discharge the duties of his appointment. There is nothing in this contract which requires that the United States should give notice to the sureties that their principal had committed a breach of the bond. That is the very thing they have agreed that he would not do. The laws and regulations referred to, were enacted and adopted the more effectually to protect the treasury and sureties; but they contain no provisions that, if the naval or accounting officers do not perform their duties, sureties shall be absolved from their agreements. The Supreme Court of the United States say, in the case of the United States *vs.* Kirkpatrick, 9th Wheat., 735: "The government can transact its business only through its agents; and its fiscal operations are so various, and its agencies so numerous and scattered, that the utmost vigilance would not save the public from the most serious losses, if the doctrine of laches can be applied to its transactions." In time of war, it would be impossible for disbursing officers regularly and uniformly to account, as required by law; and, if it were otherwise, the accounting officers of the Treasury could not promptly take up and examine all the accounts and strike balances. It is as necessary for sureties, however, that this should be done in time of war as peace, and if they are absolved from their contracts in the latter, so they must be in the former instance. In the case referred to, the court say: "It is admitted that mere laches, unaccompanied with fraud, forms no discharge of a contract of this nature between private individuals. Such is the clear result of the authorities. Why, then, should a more rigid principle be applied to the government?" As to the laws which require settlements to be made at short and stated periods, the court say: "But these provisions of the law are enacted by the government for its own security and protection, and to regulate the conduct of its own officers. They are merely directory to such officers, and constitute no part of the contract with the security. The general principle is, that laches is not imputable to the government; and this maxim is founded, not in the notion of extraordinary prerogatives, but upon a great public policy." It is as necessary that this policy should remain unchanged by the special legislation of Congress, as it is that it should not be disturbed by the courts. The court confirmed the doctrine laid down in the case of Kirkpatrick in that of Van Zandt, 11 Wheat., 184.

3. If laches are not imputable to the government in not requiring the settlement of accounts and giving notice of defalcations to sureties, they are not imputable in failing to bring suit, especially within a period so limited as that which exists in this case. If the petitioner shall discharge the judgment or make payment on it, he has his remedy against his co-sureties for contribution, and it may be enforced in England as well as here. There is another point in the case which the committee will notice, as it is adverted to by the petitioner; but whether the committee or Judge Story be correct, will not vary the result, as the bond does not cover the whole debt, exclusive of the defalcation under the first bond. Benjamin F. Bourne executed a bond to the United States, on the 14th of April, 1814, in the penal sum of \$10,000, with Abel Jones and Stephen Price as his sureties, conditioned for the faithful performance of the duties of purser. It is stated in the record of the case, hereafter mentioned, that the balance found due to the United States, on the 30th of April, 1817, was \$7,560.86. On the 30th of April, 1817, Bourne executed another bond, in the penal sum of \$25,000, with Price, Dale, and Johnson, the petitioner, as his sureties, with the condition mentioned in the first bond. A further balance was found due, up to the 10th of November, 1823, of \$31,556.88. The defalcation under both bonds amounts to \$39,117.74. Abel Jones died, and a bill was brought by the United States, in the circuit court in Rhode Island, against the heir and administrator of Jones, to recover the defalcation under the first bond, praying for discovery and relief. Various points were made in the case, which were decided by the court, but the only one which it is the intention of the committee to notice, is, that the court assimilated the account to a running account between two individuals, and thereby exonerated the first sureties by satisfying the defalcation under the first bond by the disbursements made out of money received under the second bond. The court pronounced the following judgment: "My judgment is, that, as the credits carried into the general account of Bourne, for disbursements, since the second bond was given, far exceeded the balance then due by him to the United States, the parties to the first bond are discharged from all responsibility thereon; the bill must, therefore, be dismissed." If this decision is correct, the consequence follows, that sureties are to be made responsible beyond the condition of their bonds, if the obligees think proper to make them liable by the manner of keeping their accounts. The liability of the sureties arises from their contract, and, unless they agree to be holden for former defalcations, the committee do not see how the bond is to have a retrospective operation, nor how it is possible for the obligee to enlarge or vary the condition of the bond, by the manner of keeping his accounts. The committee do not perceive the similarity between cases, when the rights of different sureties are involved, and instances of running accounts between the same individuals. They consider that the disbursing officers do not, in the ordinary acceptance of the term, become the debtors of the government at the time of receiving their money. They are the agents or trustees of the government, and money is put into their hands for a particular purpose, and to be paid out in a manner and for objects defined by law. Bonds are given, conditioned that the trust shall be faithfully discharged; and when the bond is put in suit, the first question is, has there been a breach of it? If the money has been lost or destroyed, without the fault or neglect of the trustee, or, if it has been paid as the law required it to be disbursed, the condition of the bond is not broken. In the case of purser, there is no necessity of mingling the liabilities of sureties to different bonds. Take the present case: Mr. Bourne was purser of the *Peacock*; he had received a sum of money to pay the crew, and to purchase the usual supplies for that vessel; his vouchers show how his disbursements were made. In closing this account he was found to be in arrear, and a balance was struck against him. He then gave new bonds, and another advance of money was made to him as purser of the *Constellation*; his vouchers show how he disbursed this money, and each set of sureties may be made liable for the defalcation that arises under their respective bonds, and for none other. The interests of the United States can only be protected by making each set of sureties liable for the defalcations that exist under their respective bonds. In this case, if the sureties of the first bond had been held liable to pay the first balance that was struck, that amount would have been saved to the government, but which is now lost, as the second bond does not cover the amount of both defalcations. Entertaining the opinion that the decision of the court in the suit against the first sureties is incorrect, the committee would have felt themselves bound to have applied the amount transferred by the court to discharge the first defalcation towards the judgment on the second bond, if that bond, with such defalcation, had more than covered the second defalcation. The committee has given to this case all the attention its importance seemed to demand, and they would have been pleased to have concurred with the Senate, if they could have arrived at this result without infringing the settled policy of the government; but entertaining, as they do, the opinion that the precedent would be mischievous in its consequences, and that the petitioner does not present a case which entitles him to relief, on legal or equitable principles, the committee submit to the consideration of the House the following resolution:

Resolved, That the bill from the Senate for the relief of George Johnson be rejected.

IN SENATE OF THE UNITED STATES, *January 25, 1830.*

Mr. ROWAN, from the Committee on the Judiciary, to whom was referred the petition of George Johnson, surety of Benjamin F. Bourne, late a purser in the navy, reported:

That the petitioner states that the said Benjamin F. Bourne was appointed a purser in the navy in March, 1814, and, in conformity with law, gave bond in the penal sum of \$10,000; and Abel Jones, of Rhode Island, and Stephen Price, of New York, as sureties.

That, on settlement of the accounts of said Bourne at the Treasury Department, up to May 30, 1816, he was found to be indebted to the United States in the sum of \$8,667.

That, in the year 1816, Bourne applied for employment, but was refused on the ground of his being a defaulter.

That, in pursuance of the act of Congress of March, 1817, requiring pursers to give new bonds in the penalty of \$25,000, a new bond was given on the 30th April, 1817, by the said Bourne, on which the said petitioner, Stephen Price, and Charles Augustus Dale, (then both of New York, but now of England,) became securities.

That this bond was taken by the district attorney of the United States in New York, but that the fact of Bourne's being then a defaulter to the United States was not made known to the said last mentioned securities.

That, on November 15, 1817, Purser Bourne was ordered to the Mediterranean, from which he returned, under arrest, in 1820; was afterwards released from arrest, and, in July, 1820, ordered to the frigate *Constellation*.

That at this time he was indebted to the United States in the sum of \$24,639; was permitted to sail in said vessel to the Pacific ocean, and did not return to the United States until the last of July, 1822; after which time, he remained partly at the seat of government, and partly in New York, for more than fifteen months, during all which time he was never required to settle his account. Nor had he been so required to account for the moneys placed in his hands from the 30th of May, 1816, although the act of Congress of 3d of March, 1817, made it the duty of the Secretary of the Treasury to cause all accounts of the expenditure of public money to be settled within the year; and, by the same act, it is made the duty of the First Comptroller to lay before Congress, annually, a list of such officers as shall have failed in that year to make the settlement required by law.

That Purser Bourne died in New York on the 10th of November, 1823; and that, in March, 1824, an account was stated in the Fourth Auditor's office, from which it appeared that a balance of \$40,257 was due to the United States, which balance was finally reduced to \$34,149.

That, some time in the year a suit was brought, in the Circuit Court of the United States for the first district, against the sureties in the first bond; and the court held that as the credits, carried into the general account of Bourne for disbursements since the second bond was given, far exceeded the balance then due by him to the United States, the parties to the first bond were discharged from any responsibility thereon.

That, about three years after the death of Purser Bourne, (the co-securities of the petitioner, to wit: Stephen Price and Charles Augustus Dale, having been permitted to depart from this country for England, where they now reside,) suit was instituted against him, the petitioner, founded on the second bond, and judgment rendered against him, in favor of the United States, for \$25,000, the amount of penalty in the bond.

That, upon trial of the cause, the judge refused to admit evidence of the fact that Bourne was indebted to the government at the time of the execution of the second bond, and charged the jury, that the neglect of the officers of government to notify the sureties of the second bond, or to call for the settlement of the accounts of the principal, although expressly required by law so to do, afforded no defence for the surety.

That it was the opinion of the jury empaneled on the suit that the loss was imputable to great neglect of duty on the part of the officers of government, in not requiring from Mr. Bourne a settlement of his accounts; that the said jury felt themselves constrained to find a verdict for the United States, as would appear from their certificate, voluntarily given, and accompanying his papers.

That the petitioner adduces various other arguments, showing the peculiar hardships of his case, which the committee have deemed it unnecessary here to recapitulate; and that he concludes with the prayer "for such relief in his particular case, from the penalty of the above-mentioned bond and the judgment recovered thereon, as may be agreeable to equity and justice."

After an attentive consideration of the facts connected with this case, and the circumstances that so strongly press the propriety of a favorable decision, the committee are of opinion that the prayer of the petitioner should be granted, and, accordingly, report a bill for his relief.

21ST CONGRESS.]

No. 447.

[2D SESSION.]

ON THE FORMATION AND PURPOSES OF THE NAVY PENSION FUND, AND THE PERSONS ENTITLED TO ITS BENEFITS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 18, 1830.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom has been referred the memorials of several persons, praying a pension, to be made chargeable on the navy pension fund, reported:

That they have had under consideration the subject of the said fund, and the pensions chargeable thereon, and herewith report a bill upon the subject.

This fund was created by the 9th section of the act of March 1, 1799, (vol. 3, p. 250,) which was repealed by the "*Act for the better government of the navy of the United States*," of April 23, 1800, (vol. 3, p. 361,) the ninth section of which enacts:

"That all money accruing, or which has already accrued, to the United States from the sale of prizes shall be and remain for ever a fund for the payment of pensions and half pay, should the same be hereafter granted to the officers and seamen who may be entitled to receive the same; and if the said fund shall be insufficient for the purpose, the public faith is hereby pledged to make up the deficiency; but if it should be more than sufficient, the surplus shall be applied to the making further provision for the comfort of the disabled officers, seamen, and marines, and for such as, though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country."

This fund was, therefore, intended for three purposes.

The first of these was, with the pledge of the public faith to support it, to provide pensions and half pay to officers, seamen and marines, disabled by wounds in the line of their duty; and this intention was executed in the 8th section of the same act, which declares:

"That every officer, seamen, and marine, disabled in the line of their duty, shall be entitled to receive for life, or during his disability, a pension from the United States, according to the nature and degree of his disability, not exceeding one-half of his monthly pay.

Article second of these intentions is out of the surplus of the fund to make further provision for the disabled officers, seamen, and marines, and was executed in the provisions of the act of April 16, 1816, (vol. 6, p. 66, section 7,) which enacts "that, in cases where the allowance of the half monthly pay which

may now be granted by law to officers, seamen, and marines, disabled in the service of the United States, shall, in the opinion of the commissioners of the navy pension fund, from the nature and extent of the disability, and situation of the party disabled, be inadequate to his *necessary* subsistence, the said commissioners shall be, and hereby are, authorized, in their discretion, to increase such allowance to any sum not exceeding the full amount of the monthly pay to which the party so disabled was by law entitled in the said service."

The following are special cases for disabled persons, specifying the essential particulars of each case:

Captain S. Harding, (act, February 6, 1807, vol. 4, p. 78,) at half his monthly pay, to take effect from January 1, 1804, as stated in the act, "who has been so disabled in the line of his duty, while in service, that he is unable to support himself by labor."

Captain Abraham Whipple, (act, Dec. 12, 1811, vol. 4, p. 363,) at half monthly pay, to commence January 1, 1810, for the same cause above quoted.

William Munday, (April 16, 1816, vol. 6, p. 60,) at \$20 a month, for "the loss of both his arms in an attack upon the enemy at Leonard's creek, on the 28th day of June, 1814, in lieu of the pension to which he is now entitled by law."

James Merrill, (act of May 4, 1820, vol. 6, p. 494,) to be placed on the navy pension list, to take effect from October 23, 1819, "who, whilst engaged in the discharge of his duty as an ordinary seaman on board the United States ship Adams, in the month of May, 1814, was accidentally injured by falling from the gun deck into the hold of the ship, which injury has disabled him from obtaining a subsistence by his labor."

William Thompson, (act of May 20, 1826, vol. 7, p. 500,) "a seaman who was wounded on board the cutter Louisiana, August 10, 1819, with a musket ball," to be placed "upon the pension list in the same manner, and upon the same terms, as if he had received the said wound in the naval service of the United States."

In the act of July 26, 1813, (vol. 4, p. 579,) to authorize the President to raise a corps of sea fencibles, of not exceeding ten companies, for a term not exceeding one year, to be employed on land or water for the defence of ports and harbors, (sec. 4,) it is enacted "that the officers, warrant officers, boatswains, and men, raised pursuant to this act, shall be entitled to the like compensation, in case of disability incurred by wounds or otherwise in the service of the United States, as officers, warrant officers, and seamen in the present naval establishment."

The act of April 18, 1814, (vol. 4, p. 690,) enacts "that the officers and seamen of the revenue cutters of the United States, who have been or may be wounded or disabled in the discharge of their duty, whilst co-operating with the navy, by order of the President of the United States, shall be entitled to be placed on the navy pension list, at the same rate of pension, and under the same regulations and restrictions, as are now provided by law for the officers and seamen of the navy."

In relation to some of these special cases, and the two last cited acts, and especially that respecting sea fencibles, the committee will remark, that the legislation of Congress has appropriated the moneys of the fund for purposes for which it is thought those of the general treasury should have been taken; and certainly it could not have been the intention of Congress, in enacting the ninth section of the act of April 23, 1800, to apply the moneys of the fund to persons who could not, in the course of their services, be expected to contribute to the fund by captures or prizes.

The eighth section of the act of April 23, 1800, and the seventh section of the act of April 16, 1816, appear to have carried the first and second intentions of the ninth section of the act of 1800 into full effect, and have made ample provision for *disabled* officers, seamen, and marines.

The *third* intention of the ninth section of the act of April 23, 1800, is out of the surplus of the fund to make provision for such officers, seamen, and marines as, "*though not disabled, may merit, by their bravery or long and faithful services, the gratitude of their country.*" Although everything in the history of the naval service has called as strongly for such a provision as it is supposed future circumstances ever can, the committee find only one instance of the kind in more than a quarter of a century. For that cause, *clearly expressed in the act of March 2, 1821* (vol. 6, p. 558), Congress directed Captain Samuel Tucker to be placed upon the navy list of invalid pensioners of the United States, at the rate of twenty dollars a month, to commence from January 1, 1818. With this solitary exception, the committee find that intention wholly unexecuted.

The legislation of Congress does not show very distinctly why this purpose has been abandoned. The pursuit of it would at once have made provision for the veteran whose life had been devoted to his country, until age had palsied his limbs; and, retiring to enjoy the bounty of his country, younger men in the prime of life, the vigor of intelligence, and warm with the love of glory, would have supplied his place, and strengthened the naval service. The committee must, therefore, regard the abandonment of this intention, under such circumstances, as expressive of a reluctance in Congress which they cannot expect to be able to remove.

Indeed, the whole purpose of Congress appears to have been changed; and much of the surplus of the fund has been appropriated to pay pensions to widows and children. The reasons for this change existed most strongly in the difficulties of the late war; and the power to make it may perhaps be found in the consideration that the prizes and money arising from them are the property of the United States, who are, therefore, as well the *founders and donors* of the fund as its *governors*. Congress seem to have considered the fund as entirely subject to legislation; but it is fair to presume that all its legislation on this subject has been designed to secure a more ready engagement in the service, or faithful and fearless discharge of duty in it.

The committee will now, as briefly as may be, refer to the several acts granting, as well as those renewing pensions to widows and children, chargeable on this fund.

The first of these is the act of January 20, 1813, (vol. 4, page 486,) which enacts that "if any *officer* of the navy or marines shall be *killed, or die by reason of a wound received in the line of his duty*, leaving a widow, or if no widow, a child or children *under sixteen years of age*, such widow, or if no widow, such child or children, shall be entitled to receive *half the monthly pay* to which the deceased was entitled at the time of his death, which allowance shall continue for and during the term of *five years*; but in the case of the *death or intermarriage* of such widow before the expiration of the said term of five years, the half pay for the remainder shall go to the child or children of the said deceased officer: *Provided*, That such half pay shall cease on the death of such child or children," to be paid out of the navy pension fund. The act of March 4, 1814, (vol. 4, page 653, section 2d,) enacts "that if any *seaman or marine*, belonging

to the navy of the United States, *shall have died* since the eighteenth day of June, in the year of our Lord one thousand eight hundred and twelve, *by reason of a wound received in the line of his duty*, leaving a widow, or if no widow, a child or children," &c., and directs them to be placed on the navy pension list, as in the act above quoted.

The only other act *granting* pensions to widows and children is that of March 3, 1817, (vol. 6, p. 212,) which extends these pensions on like terms and conditions to the widows and children of any officer, seaman, or marine, "*who shall die, or shall have died since the 18th of June, 1812, in consequence of disease contracted, or of casualties or injuries received while in the line of his duty.*" And this act was repealed in a special manner by the 2d section of the act of January 22, 1824, (vol. 7, p. 213,) which enacts "*that, from and after the passing of this act,*" the act of March 3, 1817, "*be, and the same is hereby repealed: Provided, however, that nothing in this act contained shall be construed to prevent the payment of any pension already granted, until the full expiration of the period thereof; nor to affect or impair the rights of any person or persons which may have accrued during the existence of the act hereby repealed, as aforesaid.*"

Although some contrariety in the decisions granting, renewing, or refusing pensions to widows and children under these and other acts may be found, the committee believe that these general rules have been adopted and intended to be adhered to: First, *that, under the three above acts, the right of the claimant to the pension became vested on the death of the husband or father from any of the causes specified in the acts;* and, second, *that the pension began to run from that death, though the proof was not made, or the claim asserted until long afterwards.* On these principles, where the death occurred before the repeal by the act of January 22, 1824, the pension for a death by any *disease contracted, or casualty or injury received in the line of duty*, under the act of March 3, 1817, would be granted, though the claim was made after the repeal; and though the death may not have happened until after the repeal, yet if the *disease was contracted* or the casualty or injury causing it was received before the repeal, it will appear by an examination of some of the cases, that the right to the pension has been considered as saved by the proviso to the 2d section of the repealing act; but it is difficult to maintain such a construction, though the committee in the bill they report do not intend to affirm or deny this forced construction.

Three several acts have been passed, *extending*, each for a term of five years, certain of these pensions to widows and children. The act of March 3, 1819, enacts "*that, in all cases where provision has been made by law for five years' half pay to the widows and children of officers, seamen, and marines, who were killed in battle, or died of wounds received in battle, or who died in the naval service of the United States during the late war, the said provision shall be continued for the additional term of five years, to commence at the end of the first term of five years, in each case respectively, making the provision equal to ten years' half pay,*" to be paid out of the pension fund, with like limitations as in the acts granting these pensions.

The most liberal construction of which this act appears susceptible, is, that it renews the pension to the widows and children, where the husband or father, first, *was at any time killed in battle*, second, *at any time died of wounds received in battle*, or, thirdly, *at any time, during the late war, died of disease contracted, or casualty or injury received in the line of duty.* But a reference to the cases decided under this act, and those passed subsequently, and both similar and dependent on it, will, it is believed, show that this construction has at times been superseded by one either *entirely* more enlarged or somewhat more restraining. At present it is believed that the restraining clause, *during the late war*, is held to apply equally to the three members of the sentence in which it occurs—a safe construction in practice, and which the committee do not seek to disturb.

The act of January 22, 1824, (vol. 7, p. 213, section 1st,) extends these pensions, on like terms and limitations, for a further term of five years, *making fifteen years' provision* in all cases where the husband or father *was killed in battle, or died in the naval service of the United States during the late war, "and also in all cases where provision has been made for extending the term for five years in addition to the first term of five years;"* and the act of May 23, 1828, (laws 20th Congress, 1st session, p. 65,) in substantially the same words, extends the same pensions, on like terms, for the further term of five years, making a term of *twenty years* to all the pensioners whose cases come within the provision of these extending acts.

The committee will not detain the House by any further comments on the variant and discordant constructions given at different times to these acts. They will sufficiently appear in the printed documents, and would probably be more apparent, if the cause for which a pension has been granted or renewed could be ascertained in every case, or if the causes and grounds of application denied could be known.

The committee will now refer, with all practicable brevity, to a few anomalous cases of pensions to widows charged on this fund.

A pension for five years, on the usual limitations, was granted by the act of May 16, 1826, (vol. 7, p. 475,) to Penelope Denny, the mother of James Denny, late a quartermaster in the navy, killed in battle, without leaving a widow or issue, and at the time of his death contributing by an allotment of part of his pay to the support of his poor, aged, and infirm mother, then a widow. A like pension for like cause was afterwards granted to Elizabeth Mays, by the act of March 25, 1830, (laws 1st session, 21st Congress, p. 40,) to commence September 3, 1829. No pension of this description has been renewed; and, in the opinion of the committee, sound policy does not require that they should be extended.

The act of April 12, 1814, (vol. 4, p. 680,) directs that Mary Cheever should, from that time, be paid out of the navy pension fund, during her life, twenty-five dollars, quarter-yearly, "*as a gratuity from Congress, on account of the distinguished bravery and services of her two sons, John Cheever and Joseph Cheever, who were seamen on board the frigate Constitution, and who were slain at the capture of the British frigate Java.*"

That such devotion to the service of the country, as was exhibited in the life and death of these seamen, should be rewarded with that most durable of all monuments—a record in the statute books of a free people, is natural and right; but it is to be regretted that Congress should divert this *fund* to the purpose of *gratuities*, even to the mother of such children, when they had at their disposal the general treasury.

The act of April 2, 1816, (vol. 6, p. 27,) requires to be placed on the pension rolls of the fund *those persons who were wounded at Dartmoor prison, in England, in the month of April, 1815; also, the widows and children of such as were killed, or who died in consequence of wounds received there;* and the act prescribes no limitation as to the amount or duration, except as it declares "*that, in the allowance of pensions to the persons aforesaid, the regulations established by law, in relation to the placing persons on*

the list of navy pensioners, be observed," and the act to take effect from April 6, 1815. The act of March 3, 1830, (laws, p. 39,) grants a pension to Abigail Appleton, whose husband died with the small-pox at Dartmoor. The case was supposed to fall within the equity of the act of April 2, 1810.

The committee will now advert to the acts for the management of the fiscal concerns of the fund.

The tenth section of the act of April 23, 1800, (vol. 3, p. 361,) enacts "that the said (navy pension) fund shall be under the management and direction of the Secretary of the Navy, the Secretary of the Treasury, and the Secretary of War, for the time being, who are hereby authorized to receive any sums to which the United States may be entitled, from the sale of prizes, and employ and invest the same, and the interest arising therefrom, in any manner which a majority of them may deem most advantageous; and it shall be the duty of the said commissioners to lay before Congress, annually, in the first week of their session, a minute statement of their proceedings relative to the management of said fund."

The act of March 26, 1804, (vol. 3, p. 615,) provides that the money accruing to the fund shall be paid to and disbursed by the Treasurer of the United States; that the Comptroller of the Treasury should direct suits to recover moneys due the fund; that the commissioners should appoint a secretary, to perform all duties in relation to the fund they should require of him, to be paid out of the fund a salary of two hundred and fifty dollars a year; and that the commissioners of the fund make such regulations as should appear expedient, for the admission of persons on the roll of navy pensioners, and for the payment of the pensions. If more efficient means can be required to enable the commissioners of the fund to secure its interests, they will be found in the act of April 16, 1816, (vol. 6, p. 64 to 66.)

In the execution of the duties enjoined on the commissioners by the last clause of the tenth section of the act of April 23, 1800, they have made an annual report, which has not usually been received until January or February. The defects in this report were pointed out in the report of the Committee on Naval Affairs to the House of Representatives, of March 2, 1829; (reports of the House, No. 104.)

In the reports made since that time, these defects have been supplied in all new cases, and as far as practicable in all old ones; and the reports will, in a few years, serve to show the progress of the fund, its losses and gains, and the operation of the several acts granting pensions chargeable thereon. One defect in the report, not then pointed out, should be supplied, by stating what vessel had been captured, and by what vessel, and when the prize was taken from the sale of which the prize money paid in shall have arisen.

By a reference to the annual report for 1829, dated February 13, 1830, (1st session, 21st Congress, document No. 63, page 49,) the losses of the fund may be stated:

1. In commissions and brokerage, mostly paid to clerks in the Navy Department.....	\$4,944 78
2. Miscellaneous charges for blanks, printing, &c.....	552 17
3. In Columbia Bank stock, considered as a loss to the fund, (vide page 40) to.....	99,502 60
4. Brokerage paid in 1830, (vide annual report, January 27, 1831, House document No. 75,).....	194 52

In some cases of the purchases of stock, where brokerage has been paid, as in the last item, a saving to the fund has been made by the discount; but the moneys of the fund are hazarded, and its income rendered uncertain, by these repeated investments. The loss in the Columbia Bank stock, too, is a strong admonition against any stockjobbing in the fund. To save these commissions and avoid these losses, as well as render the income of the fund regular and certain, and make its fiscal concerns of management easy and simple in detail, the committee, in their bill, authorize the disposal of the stocks of the fund, and limit investment in stocks, for the payment of which the public faith of the United States, or of some State, is pledged, and in none other. Several of the States, in aid of their internal improvements, have erected stocks bearing interest, redeemable after many years; and it is to be presumed that loans of this kind will be made every year by some of the States. The provisions of the present bill, it is expected, will enable the commissioners to invest the moneys of the fund in some of these stocks, by purchase or loan, on good terms; and, once done, the management of the fiscal concerns of the fund will be made easy and safe.

The present state of the fund is so clearly exhibited in the annual report of January 27, 1831, (House document No. 75,) that the committee will refer to it without repeating its details. It is proper, however, to remark, that a careful consideration of the subject obliges the committee to say that, in their opinion, the revival of the act of March 3, 1817, would create a charge upon the fund considerably beyond its income. (Vide their report, 2d session 20th Congress, March 2, 1829, House of Representatives, No. 103.)

On principles of public policy, the committee are of opinion that the pensions should extend to all the cases of the death of the husband or father, caused by *injuries peculiar to the military marine*; but they do not think that a pension should be promised in cases where the death of the husband or father occurs from a cause common, natural, and usually incident to persons in the civil marine or merchant service. To illustrate this distinction, the committee would remark that, as ships in the naval service are better built, rigged, manned, and navigated than in the merchant service, the persons on board are less exposed to loss of life from the sinking of the ship, or other nautical injuries, than those in the civil marine. The same remark will apply to the superior health and medical attendance in the navy; and in such, and the like cases, no pension should be granted. But if the death is caused by *injuries military or warlike in their nature*, as by a fall or other injury sustained in, and by reason of, an engagement; or if the death should be from drowning, where the vessel or boat is sunk by reason of injuries received in any engagement, the pension appears proper. The committee have sought to establish this rule by their bill; and, in principle, policy, or equal justice, if they go beyond this limit, the act of 1817 should be revived, and the widows should be placed on the pension list of all who die of diseases contracted or casually received in the line of duty, or, in its practical effect, the United States should ensure against every kind of death of persons in the naval service, by a pension to his widow and children.

The pensions to widows have been limited to five years, and during widowhood. By the first of these limitations the pension is made uncertain; and, if withheld, the widow is supported when younger and most able to provide for herself, and left unprovided for when time has enfeebled her, and buried the friends on whom she might once have depended. By the second of these limitations, marriages are injuriously discouraged. The committee propose to remedy these evils, by granting the pension to the widow for life, as a feme sole, notwithstanding any marriage. Perhaps, too, this is the best provision for the children while young, as it will put it into the power of the mother, always their best friend, to aid and support them, notwithstanding her future marriage.

By the provisions of the laws already cited, the *public faith is pledged* to make the fund equal to the

payment of the half pay pensions to invalids; and the committee, in the bill now submitted, provide that *invalid* pensions may be paid out of the principal moneys of the fund, if the income should be different. They do this, as well to preserve the public faith, as because they suppose that Congress will reimburse the fund all its losses, including those which may arise from these payments of its principal moneys.

The pensions to widows and children, heretofore granted by law, are equal to the half pay of the deceased. In the present bill, the committee intend to grade the pensions so as to afford persons in every condition of life a moderate share of relief; which will, in a very small degree, enhance the pittance to the lowest, and though reduced, leave to the higher a respectable pension.

These pensions are reduced in amount, among other, for these reasons, because:

1. A pension for life is much more valuable than a pension for years, and especially when the limitation of widowhood is removed.

2. The pensions to which the claimants may now have a vested right are not intended to be reduced unless the income of the fund should prove insufficient; and the committee fear that the income of the fund may not be sufficient to pay the pensions, which, after the passage of the contemplated act, will be chargeable upon it, if they either adopt a higher grade of pension or extend it to other classes.

3. If the income of the fund shall be so invested as to secure a permanent income beyond the pensions now made chargeable on it, Congress may increase these rates of pension so as to grade them in amount more in accordance with the real wants of the widows and children, and especially with reference to these female orphans.

Many difficulties appear to have arisen in giving a construction to the repealing section of the act of January 22, 1824. To avoid these difficulties, the committee do not intend to affect the *vested rights* of any claimant to a pension; nor do they intend that any pension to a widow, child, or children, shall hereafter be granted for any cause *which shall accrue, arise, or happen, after the passage of the bill now reported*. Heavy arrearages of pensions have heretofore been claimed and paid; but, in the case of pensions granted under the bill now reported, the committee design they should commence in the case of children from the death of the father or mother, which shall last happen, and in the case of a widow, from the death of the husband, in no case, more than six months before her completion of the proofs on which the pension is granted.

21ST CONGRESS.]

No. 448.

[2D SESSION.]

ON CLAIM TO COMPENSATION FOR A VESSEL IMPRESSED BY A NAVAL OFFICER INTO THE UNITED STATES SERVICE AND DESTROYED BY THE ENEMY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 18, 1831.

Mr. CARSON, from the Committee on Naval Affairs, to whom was referred the petition of George K. Knight, reported:

The petitioner, previous to the month of May, 1814, was the owner of a schooner called the "Experiment," engaged in trade in the Chesapeake Bay and its tributary waters, under the command of Captain George McDuell. He alleges that he gave strict orders to his captain not to do anything which would expose his vessel to capture by the British forces, which then infested the waters of the Chesapeake, nor to engage in any improper trade; that, while said vessel was proceeding on her voyage down the river Potomac, she was stopped by the commander of a small vessel-of-war of the United States, and taken into the public service as a look-out vessel; that said vessel was dispatched by the commander of the United States vessel-of-war down the river Potomac to look out for British ships-of-war, which were said to be in the river; that, upon turning a point in the river, she suddenly came in view of a squadron of British ships; that the captain of said schooner endeavored to make his escape by running into Yeocomico creek, but in doing so the vessel grounded, and was next morning captured by the enemy's barges, and burned; and the petitioner claims compensation for the vessel so captured and destroyed. At the time of these transactions the petitioner resided in the city of Baltimore, in the State of Maryland, and was engaged in mercantile transactions; but that, owing to this and many other heavy losses in trade, he was compelled to relinquish his business, and removed to the western part of the State of New York, and assumed the occupation of a farmer. That at the time of the destruction of his vessel, a protest, setting forth all the circumstances of the case, was made by Captain McDuell, her commander, which, together with other depositions and documents in the case, were wholly and utterly destroyed by the burning of his dwelling-house, on the 10th of February, 1830. The fact of the burning of the petitioner's dwelling is fully substantiated by a large number of his neighbors.

It appears from documents with which the committee have been furnished by the Navy Department, that the United States schooner "Asp," under the command of Midshipman Richard Mackall, was dispatched from the Navy yard in Washington, on the 13th of April, 1814, to Baltimore, with cannon, and raft of mast pieces in tow, intended for the United States frigate "Java," then building in Baltimore; that, after the departure of the "Asp" from Washington, the Navy Department was informed that a British squadron was lying off the mouth of the Potomac, and that orders were thereupon forwarded to stop her further progress. On the 29th of April, the commander of the "Asp," in a letter dated "Ludlow's Landing," informed Commodore Tingey that he had obtained certain intelligence that the enemy's squadron was at anchor a small distance below Blackstone's Island, in the Potomac, and that, for safety of the raft, &c., he should move further up the river.

It appears from the depositions of Captain McDuell, who now resides in the city of Washington, taken March 29th and April 8th, 1830, that while the Asp was thus lying in the Potomac, arrested in her voyage and beleaguered by the enemy, the vessel of the petitioner, pursuing a voyage from Alexandria, in the District of Columbia, to St. Mary's, on the Potomac, was hailed by the Asp, and informed that the

enemy were in the Potomac below; upon which the "Experiment" cast anchor alongside of the Asp, the commander of which stated that, as his vessel was not a swift sailer, and being encumbered with a raft in tow, the preservation of which was of much consequence, he was desirous of engaging a fast sailing vessel, such as the Experiment, as a look-out vessel to proceed down the river and reconnoitre the enemy: that he (Captain McDuell) having other people's property on board, and positive orders from his owners not to risk or endanger his vessel, declined the service. Upon which the commander of the Asp informed him that he was authorized to employ a vessel to look out, if he found it necessary to do so, and thereupon positively ordered him to proceed down the river to reconnoitre: that he then considered that he had no further discretion in the case, as he considered, in fact, his vessel and himself impressed into the public service, by a force which he had not the ability, if the inclination, to oppose: that he did proceed on the service assigned him, and went cautiously down the river as far as Pincy Point, keeping as near the shore as possible. On turning the point, in the dusk of the evening, he suddenly discovered the enemy's squadron, and was completely within their power: that not being able to return, the wind blowing down the river, he ran across the river and endeavored to gain Yeocomico creek, in doing which he grounded; and that every exertion to get the vessel off proving fruitless, she was captured next morning by the enemy's barges, who also fruitlessly endeavored to get her off, after which she was fired and destroyed. Captain McDuell also states that no consideration would have induced him to have ventured his vessel in the service had he not believed that he was bound to do so by the orders of the officer of the government, being, as he conceived, legally impressed into the public service, and that he could have reached his place of destination in safety. He further states that, shortly after the capture and destruction of the Experiment, he entered a protest before the collector of the port of Yeocomico, which he sent to his owners in Baltimore.

It may be proper here to observe that the respectability of the character of Captain McDuell is amply vouched by many highly honorable gentlemen of the city of Washington.

G. Robinson, of Westmoreland county, Virginia, states that he was on the shore when Captain McDuell landed from his schooner, who then made the same representations with respect to his being impressed into the public service as are set forth in his deposition, which Mr. Robinson states he has examined.

John Murphy, the presiding justice of Westmoreland county court, states that he recollects the circumstances of the vessel's being on shore, captured, and destroyed: that a company of United States troops and a company of militia, stationed in the neighborhood, went to her defence: that he has seen Captain McDuell's statement, and that he has not the least doubt it is perfectly correct.

Captain Allen S. Dozier states that he was in command of a company of militia, stationed a little above the mouth of Yeocomico creek; saw the schooner on shore: that Captain McDuell called upon him for assistance to get her off: that part of his company went on board, used all the means in their power, during the night, but without success: that she was captured next morning and destroyed: and that, to the best of his recollection, Captain McDuell made a formal protest before the collector of Yeocomico, which was, also, signed by his lieutenant and himself, setting forth all the circumstances of the case.

Captain William L. Rogers states that he commanded a company of the United States troops stationed about two miles above the place where the vessel was destroyed: that, upon discovering she was aground, he went to her relief: that a large armed barge, under cover of a heavy armed schooner, was approaching: that all was done in her defence with musketry, which time and circumstances permitted: and that, during the conflict, Captain McDuell behaved with firmness, and manifested a determination to defend his vessel to the last. Captain Rogers also states that, after the vessel was abandoned by the enemy, he boarded her, with a view to extinguish the fire, but that all endeavors to do so were fruitless: that the vessel appeared to be from eighty to a hundred tons' burthen, in good condition, worth from two to three thousand dollars.

The Hon. John Taliaferro, of the House of Representatives, certifies, in writing, to the high standing and respectability of the characters of Mr. Robinson, Mr. Murphy, Captain Dozier, and Captain Rogers.

From this statement of facts, which are amply sustained in the opinion of the committee, the following conclusions present themselves:

That the vessel of the petitioner was captured and destroyed by the enemy: that such capture and destruction would not, probably, have taken place, if the commander of the United States ship Asp had not interfered with the voyage of the vessel, by taking her and her commander into his service to reconnoitre the enemy, the better to protect himself and the public property under his charge.

The petitioner alleges, and Captain McDuell makes oath to the fact, that his orders were strict and positive to run no risk of capture by the enemy, nor to do anything which would be likely to endanger the safety of his vessel; and under these orders, and from the declarations of Captain McDuell, it is fair to infer that, after he was informed of the neighborhood of the enemy, he would have withdrawn up the river, or taken such other precautions as would have assured the safety of the vessel. This, he states, he was prevented from doing by his impressment into the public service. Whether that impressment was legal or not, it is not for the committee now to determine; it is sufficient to state that it was the common practice at the time, for officers of any grade, both in the military and naval arm of the service, to impress private property into the public service, and indemnity has been made in many such cases; and the captain alleges that, according to the received opinions, and the practice of the times, he did not consider himself as having any option or discretion left, after he was told by the commander of the Asp that he had authority to impress his vessel or any other vessel into his service, and was ordered to proceed in the discharge of duties appointed for him. It appears he did proceed in the discharge of these duties; and it was in their discharge that the vessel was captured and destroyed.

Although the commander of the Asp might not have had authority from his superior officers to impress the vessel of the petitioner into the public service, yet it should be recollected he was charged with a highly important service, upon the successful execution of which depended the fitting out for sea one of the frigates of the United States; it was, therefore, praiseworthy in him to take all measures of precaution which, in his judgment, would tend to the preservation of the valuable property in his charge, and for its ultimate safe arrival at the place of its destination. One of these measures was, in his opinion, to take and dispatch a fast-sailing vessel down the river to ascertain the fact of an enemy's neighborhood, so as to enable him to decide whether it would be safe to proceed, or best to return up the river. The measure resulted in the preservation of the public property, and in the subservience of the public interest, and in the loss of the property of the petitioner. Had Mr. Mackall, the commander of the Asp,

neglected to take any or *all* measures within his power to assure the safety of his important charge, it is believed he would have been justly obnoxious to censure; and if, in doing what, under the peculiar circumstances of the case, he might have conceived to be his duty, the public interest was protected, and that of the petitioner sacrificed, it is believed that a due regard for public justice requires that the damage sustained by the petitioner should be made good. With these views, the committee report a bill for his relief.

21ST CONGRESS.]

No. 449.

[2D SESSION.

ON THE REGULATION AND PROPER DISTRIBUTION OF THE CONTINGENT EXPENSES OF THE NAVY AND OF THE NAVY DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 22, 1831.

Mr. A. H. SHEPPERD, from the Committee on the Expenditures of the Navy, reported:

During the year embracing the last quarter of 1829 and the three first quarters of 1830, there was reported and allowed by the proper accounting officers the sum of \$384,868.75 on account of contingent expenses of the navy, a large proportion of which was applicable to other years than that in which it was settled and allowed. The following abstracts exhibit the proper distribution of this expenditure, with reference to the respective dates to which it is chargeable:

Contingent before 1824.....	\$407 79
Contingent for 1824.....	96 12
Contingent for 1825.....	141 55
Contingent for 1826.....	2,998 54
Contingent for 1827.....	9,421 03
Contingent for 1828.....	68,660 75
Contingent for 1829.....	218,032 38
Contingent for 1830.....	85,120 59
Total.....	\$384,868 75

By advertng to the accounts in detail, your committee perceive that "traveling expenses" of the officers and agents of the navy is an item of very frequent occurrence, amounting, in the aggregate, to no inconsiderable proportion of the whole expenditure. In their report made to the last session of Congress, your committee adverted to the great irregularities which, under this and other heads of expenditure, had previously obtained, and which had been corrected by the then practice of the Department, and particularly by requiring a reasonable computation of distance to be charged for, and making the compensation correspond as nearly as practicable to the traveling expense actually and regularly incurred by the officer or agent of the Department. In the account now under consideration, they perceive no departure from this rule, but, on the contrary, they are satisfactorily assured that in future there will be a still further saving to the government under this head of contingent expenditure, by discontinuing allowances to the disbursing officers of the navy while happening to attend at the seat of government for the settlement of their accounts. Hitherto, traveling and per diem allowances were regularly made them upon the certificate of the accounting officers that their attendance was necessary for the explanation of their respective accounts; but if, *unfortunately*, the skill and regularity employed by any of these officers in the transaction of their official duties, had been such as to obviate all difficulty in understanding and passing upon their accounts, then and in that case these faithful and efficient agents of the Department would not be entitled to any allowance, because they could not obtain the necessary certificate. It does appear to your committee that such a practice can but have operated as an encouragement to negligence, and a reward to habits of official irregularity. They therefore entirely approve of its discontinuance.

There is at present a laudable effort manifested by the Department to observe the several laws making appropriations for its support and regulating its conduct, by carefully confining the disbursement of moneys drawn from the Treasury to the precise object of the requisition, and not permitting its expenditure under any other head of appropriation. In this way, great irregularities in the accounts of the Department will be avoided, and the accountability of its disbursing officers more certainly secured.

For the expenditures of the office of the Secretary of the Navy for the last year, your committee would refer to the letter of that officer, and the accompanying certificates of the Comptroller. From these documents it will appear that, but for a deficiency under the late administration of the Department, instead of three thousand dollars, (the usual appropriation,) two thousand would be sufficient for the year 1831. And although this may be looked upon as but a small matter in itself, your committee can but regard it as the evidence of a more extended economy, embracing, as they believe it does, the entire administration of the pecuniary concerns of the navy.

NAVY DEPARTMENT, *February 8, 1831.*

SIR: I have the honor, in compliance with your verbal request, to report that the contingent fund of this Department, applicable to the year 1830, consisted of the following sums, viz:

Balance in the agent's hands on the 14th of January, 1830, as per last report of 20th April, 1830	\$18 92
Amount in the Treasury, refunded by former agent.....	66 89
Appropriated by act of the 18th March, 1830.....	3,000 00
	\$3,085 81
There has been drawn from the Treasury, under requisitions approved by the Department, within the year 1830.....	\$2,066 89
To which add amount in agent's hands on the 14th January, 1830.....	18 92
	2,085 81

Which, deducted from the above, left a balance in the Treasury, on the 1st Jan., 1831, of. \$1,000 00

The disbursements to the 14th of January, 1831, by the agent, on account of the contingent expenses of this office for the year 1830, amounted to \$1,959.17, which, deducted from the amount drawn, &c., left a balance in his hands of \$126.64, which, added to the balance of \$1,000 in the Treasury on the 1st January, makes \$1,126.64 available to meet the demands of 1831, in addition to the appropriation of \$3,000 estimated to be made for the present year. It will be recollected that it was stated in the last report to your committee, that claims remained unpaid to the amount of \$724.51, contracted under the former administration. It is the desire of the Department to settle them out of the balance of the appropriation for 1830. Had those claims not have remained unpaid, instead of the usual appropriation of \$3,000 on account of the contingent expenses of this office, \$2,000 would have been amply sufficient for the present year, in addition to the balance in the Treasury. The agent's accounts have been rendered and adjusted at the Treasury, and are in agreement with the official settlements, as will be seen from the copies of the Comptroller's letters to him on the subject, which are herewith enclosed.

I have the honor to be, very respectfully, sir, your obedient servant, JOHN BRANCH.

The Hon. A. H. SHEPPERD, *Chairman of the Committee on Expenditures in the Navy Department.*

TREASURY DEPARTMENT, *Comptroller's Office, August 9, 1830.*

SIR: Your account of expenditures from the 22d of February to the 1st of April, 1830, for books, printing, stationery, and extra clerk hire, &c., including the cost of keeping the messenger's horse for the said period, has been adjusted at the Treasury, and a balance of \$36.65 found due to the United States from you, as per account rendered.

It is deemed necessary that, in future, your contingent accounts be approved by the Secretary of the Navy.

Respectfully,

JOS. ANDERSON, *Comptroller.*

Mr. CHRISTOPHER ANDREWS, *Agent, Office of the Secretary of the Navy.*

TREASURY DEPARTMENT, *Comptroller's Office, September 16, 1830.*

SIR: Your account of expenditures from the 5th April to the 2d August, 1830, for books, printing, stationery, newspapers, and extra clerk hire, &c., including the cost of keeping the messenger's horse from the 1st April to the 30th June, 1830, has been adjusted at the Treasury, and a balance of \$74.71 found due to the United States from you, corresponding with the balance stated in your account rendered.

Respectfully,

JOS. ANDERSON, *Comptroller.*

Mr. CHRISTOPHER ANDREWS, *Agent, Office of Secretary of the Navy.*

TREASURY DEPARTMENT, *Comptroller's Office, October 29, 1830.*

SIR: Your account of expenditures from the 3d August to the 7th October, 1830, for fuel, books, stationery, printing, newspapers, repairs of office furniture, and extra clerk hire, &c., including the cost of keeping the messenger's horse for the months of August and September, 1830, has been adjusted at the Treasury, and a balance of \$74.65 found due to the United States from you.

Respectfully,

JOS. ANDERSON, *Comptroller.*

Mr. CHRISTOPHER ANDREWS, *Agent, Office of the Secretary of the Navy.*

TREASURY DEPARTMENT, *Comptroller's Office, February 10, 1831.*

SIR: Your account of expenditures from the 8th October, 1830, to the 14th January, 1831, for fuel, books, printing, stationery, newspapers, repairs of office furniture, and extra clerk hire, &c., including the cost of keeping the messenger's horse for the months of October, November, and December, 1830, has been adjusted at the Treasury, and a balance of \$126.64 found due to the United States from you, corresponding with the balance exhibited in your account rendered.

Respectfully,

JOS. ANDERSON, *Comptroller.*

Col. CHRISTOPHER ANDREWS, *Agent, Office of the Secretary of the Navy.*

[21ST CONGRESS.]

No. 450.

[2D SESSION.]

ON THE ACQUISITION OF SUITABLE LAND FOR THE CULTIVATION OF LIVE OAK TIMBER, NEAR PENSACOLA, FLORIDA, AND THE MEANS OF PRESERVING THAT TIMBER, FOR THE USE OF THE NAVY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES FEBRUARY 26, 1831.

Mr. HOFFMAN, from the Committee on Naval Affairs, to whom was referred the letter of the Secretary of the Navy, of January 7, 1831, in answer to the resolution of the House, of December 16, 1830, reported:

That they have had the same under consideration. In the investigation of the subject, they found it necessary to make the call for further information, contained in the letter of their chairman to the Secretary of the Navy, of February 1, 1831; and they refer to his reply of February 7, 1831.

By the resolution of the House, the Secretary of the Navy was required to furnish the information contained in his letter, and the papers sent with it. His letter of January 8, 1831, contains a statement of the authority under which the purchase of the live oak lands at Pensacola has been made, and the construction adopted by the Department at different times, in relation to the authority to make such purchases; the contracts for such lands; the conveyances therefor; the consideration money paid therefor; to whom and when. On these points, the information afforded is specially referred to in the letter, and correcting, as the committee have done, by a note on the back of the papers, any erroneous reference to them. The letter makes details on the part of the committee unnecessary.

As respects the value of these lands, the information given is less satisfactory. Further examination is, in the opinion of the committee, necessary to decide on the fitness and value of these lands for the purposes of supplying live oak.

It is perfectly competent for the Executive to cause the fullest inquiry and examinations to be made of these and all other lands for live oak purposes, without further legislation on the part of Congress.

On the point whether these lands are of a quality, and so situated and timbered, as to make them a proper location for a live oak nursery, the information given is in some respects uncertain, and in some instances contradictory. The agents appointed by the late Secretary of the Navy, after full examination, decide against the location as bad in soil, and not advantageous in timber.

Under these circumstances, before large sums are expended on this or any other location, the committee advise the most careful and satisfactory examinations, and the final selection of those sites which combine the advantages of the sea breeze, proper soil, and a thrifty growth of young live oaks, in situations as free as may be from the incursions and fires of fishermen and hunters, and where the timber may be secured against intruders to cut it for home consumption or export. The means in the power of the Department to make these examinations are abundant, and the disposition to do so most clearly expressed.

Some question has been made respecting the efficiency of the conveyances for these lands, the title and claims to dower in them; and there may arise questions as to the trusts or purposes for which they are in the deeds stated to be purchased, and in whom the legal estate is vested. The committee would recommend in this, as in every other case of a purchase of lands, that all the conveyances and title deeds be referred to the Attorney General for his opinion; and that the Secretary of the Navy obtain, as far as he may be able, from all persons, such further and other conveyances and assurances as the Attorney General shall advise, to vest in the United States the legal and equitable estate in the said lands. Mr. White, by whom they have been conveyed, has expressed to the committee his readiness to make any further conveyance which the Attorney General shall advise, and there can be no doubt that the late Secretary will cheerfully do the same. At present, therefore, it is supposed no legislation is necessary on this point.

The most material part of the subject is that which relates to the quantity of live oak, and the preservation of it for naval purposes.

The powers of the Executive over these subjects are declared in the "acts making reservation of certain public lands to supply the timber for naval purposes," of March 1, 1817, (vol. 6, p. 174;) and the "act to amend an act making reservation of certain public lands for naval purposes, passed the 1st of March, 1817," of May 15, 1820, (vol. 6, p. 542;) and the "act for the gradual improvement of the navy of the United States," of March 3, 1827, (vol. 7, p. 603.)

The penalties provided for the preservation of live oak and cedar timber, by the act of March 1, 1817, appear to be sufficient as to all lands to which they extend; but doubts may be raised as to their application to the lands subsequently acquired by the United States, which would include the whole coast of Florida. To remove these doubts, the committee report a bill extending these penalties to injuries to the timber on any lands acquired or to be acquired for naval purposes.

The means provided for reserving proper portions of the public lands for the preservation and growth of live oak appear to be adequate, and no legislation on the subject is necessary.

In the letter of the Secretary of the Navy to the chairman of the committee, of February 7, 1831, is a statement of the reservations made, and the measures pursued and pursuing to ascertain the quantity of live oak, and for the preservation thereof. This letter refers to many of the papers containing the information in detail. Two of these, E and H, specifying the localities of the timber, the committee have returned to the Department, considering the letter as sufficiently particular on this part of the subject.

In that letter, the Secretary of the Navy states that "the preservation of the forests of young live oak, in common with other trees of larger growth, has been recommended to Congress as an object to be prosecuted with an active and undeviating purpose, and to this object the Department feels itself bound to devote the most unrelenting attention."

The means to effect these purposes are deemed sufficient; and though there may be no necessity for growing the oak from the acorns at this time, the committee are of opinion that the examinations of the public and other lands, to ascertain the quantity and quality of the live oak, should be prosecuted with increased industry and adequate force. Extensive locations and reservations should be made with all

possible dispatch, and the most efficient means should be adopted to preserve the live oak on all such lands, and to encourage and facilitate the growth of the young live oaks.

NAVY DEPARTMENT, *January 7, 1831.*

Sir: I have the honor, in compliance with the resolution of the House of Representatives, of the 16th of December, 1830, to transmit the following report. The documents accompanying it afford all the information in the possession of the Department, or within its control, called for, and tending to explain the subjects embraced in the resolution.

The papers in the file marked A, and numbered from 1 to 21 inclusive, are copies of the correspondence between the Department and the superintendent and overseer of the live oak plantation near Pensacola, in Florida, required by the first branch of the resolution of the House of Representatives, above referred to.

By an extract, marked B, from a report of the Secretary of the Navy to the President of the United States, dated December 1, 1827, it appears that the purchase of land having timber on it was one of the purposes to which he intended to apply the appropriation granted in March, 1827, for the gradual improvement of the navy.

Paper marked C, is a copy of a letter from the honorable Joseph M. White, delegate from Florida, dated January 29, 1828, offering to sell eight hundred arpents of land on Santa Rosa Sound to the Secretary of the Navy, for the consideration of one thousand eight hundred dollars, and proposing to purchase four hundred arpents adjoining, and transfer it to the Secretary upon the same terms.

D is a copy of an agreement between Samuel L. Southard, Secretary of the Navy, and Joseph M. White, dated 29th January, 1828, in which the latter contracts to use his exertions to procure and make a title to the United States to one thousand two hundred arpents of land on Santa Rosa Sound, for two thousand seven hundred dollars, eight hundred of which were to be paid on that day, and if anything should obstruct the execution of the contract, then the eight hundred dollars were to be considered in full for the live oak on eight hundred arpents of land then owned by him, which was to be considered as purchased from that date; but in case the contract was consummated, this was to be a part of the consideration for the land.

E is a copy of a deed from Joseph M. White to the Secretary of the Navy for one thousand two hundred arpents of land, dated March 10, 1828, for a consideration of fifteen hundred dollars. F is a copy of a deed from Henry M. Breckenridge, dated 14th March, 1825, conveying to said Joseph M. White, for a consideration of four hundred and seventy-two dollars, one undivided half of a tract of land containing eight hundred arpents, confirmed to the said Breckenridge by the United States land commissioners.

G is a copy of a deed, dated 28th of January, 1828, from Henry M. Breckenridge to Joseph M. White, for a consideration of five hundred dollars, for four hundred arpents of land, being the other half of the tract of eight hundred arpents, mentioned in paper marked F.

H is a copy of a deed executed by R. K. Call and wife, on the 6th day of May, 1828, conveying to Joseph M. White, for a consideration of five hundred dollars, four hundred arpents of land, adjoining the land of H. M. Breckenridge, &c. These lands, four hundred arpents of which were purchased the day before Mr. White's contract was made, and four hundred more three months afterwards, make up the tract of twelve hundred arpents conveyed to the Secretary of the Navy on the 10th March, 1828. The deeds show that the four hundred purchased of Breckenridge, and the four hundred bought of Call, cost five hundred dollars each, and in the deed to the Secretary of the Navy the consideration named is fifteen hundred dollars.

Paper I is a copy of Mr. White's account as settled in the Fourth Auditor's office, showing that he did actually receive for these twelve hundred arpents of land two thousand seven hundred dollars, according to his original contract, marked J. There were, therefore, paid for these lands one thousand two hundred dollars more than the consideration named in the deed. Of the sum given, eight hundred dollars were paid on the 29th of January, 1828, and one thousand nine hundred dollars on the 22d day of March following. Though, in approving this account, the Secretary of the Navy stated that a part of the money was paid for timber, the original contracts, and the account itself, represent that it was paid for the land.

J is a copy of articles of agreement between Samuel L. Southard and Joseph M. White, dated 22d March, 1828, by which the latter agrees with the former to procure and make to him title to two tracts of land, supposed to contain eighteen hundred arpents, for three thousand four hundred dollars, or at the same rate for a similar quantity.

K is a copy of a deed from said White, dated 27th of May, 1828, conveying to the said Samuel L. Southard, Secretary of the Navy, twelve hundred and fifty arpents of land for two thousand three hundred and sixty-one dollars and eleven cents.

L is a copy of a deed from Henry Michlet to Joseph M. White, for six hundred and eighty-three acres, (say eight hundred arpents, more or less,) at a consideration of eight hundred dollars, dated 3d May, 1828.

M is a copy of a deed from Sebastian Caro to Joseph M. White for four hundred arpents of land, at a consideration of three hundred dollars, dated 15th May, 1828, which tract was conveyed to Caro by Henry Michlet. These two tracts of eight hundred arpents, purchased for one thousand one hundred dollars, are the twelve hundred and fifty arpents conveyed to the Secretary of the Navy on the 27th May, 1828, for two thousand three hundred and sixty-one dollars and eleven cents.

The copy of Mr. White's account, marked I, shows that this sum was paid on the 27th of May, 1828; it does not appear that the other five hundred and fifty arpents mentioned in the contract of 22d March were ever purchased or conveyed.

N is a copy of articles of agreement between H. M. Breckenridge and Samuel L. Southard, Secretary of the Navy, dated 29th January, 1828, by which the former agreed to convey to the latter four hundred arpents of land, with the improvements, for a consideration of two thousand two hundred dollars, four hundred of which were to be then paid, and, the Secretary was to be at liberty immediately to remove

the live oak from the land. The four hundred dollars were paid on the same day out of the appropriation for the gradual improvement of the navy.

O is a copy of a letter from H. M. Breckenridge to the Secretary of the Navy, from which it appears that he had offered to take a smaller sum than he was then inclined to ask.

P is a copy of a letter from the same to the same, offering the four hundred arpents at two thousand five hundred dollars, altered, after it was written, to two thousand two hundred dollars. Both these letters originally bore date 1st February, 1828; but the former was altered so as bear date the 28th January, and the latter the 29th.

Q is a copy of a power of attorney from H. M. Breckenridge to Joseph M. White, dated 28th January, 1828, acknowledged on the 29th, authorizing the latter to sell and convey the same tract of land which, on the latter day, Mr. Breckenridge himself contracted to convey to the Secretary of the Navy.

V is a copy of a deed, dated the 10th day of March, 1828, from Joseph M. White, attorney in fact for H. M. Breckenridge, to Samuel L. Southard, Secretary of the Navy, conveying the same four hundred arpents of land, for the consideration of one thousand eight hundred dollars.

The paper marked I, being a copy of Mr. White's account, as settled in the Fourth Auditor's office, shows that two thousand two hundred dollars were actually paid for this land; four hundred in advance on the 29th of January, 1828, and one thousand eight hundred on the 21st of March following. There were, therefore, paid for this land four hundred dollars more than the consideration named in the deed.

S is a copy of a deed, dated the 10th day of March, 1828, from Joseph M. White, attorney in fact for Francisco and Ferdinando Moreno, to Samuel L. Southard, Secretary of the Navy, for eight hundred arpents of land, for a consideration of three thousand dollars.

By paper marked I, it appears that the sum of three thousand dollars was paid to Mr. White, on account of this land; the payment bears date March 21st, 1828.

T is a copy of a deed, dated 2d June, 1828, from Joseph M. White, on his own account, and as attorney in fact for H. M. Breckenridge, conveying to Samuel L. Southard sixteen hundred arpents of land "for a valuable consideration;" which lands are the same conveyed in deeds marked E and V, at a consideration, as named in the deeds, of three thousand three hundred dollars, when the valuable consideration actually paid for them was four thousand nine hundred dollars, as appears by the contracts and accounts settled. Why the deeds do not show the precise sums paid for the several tracts of land purchased as above is unexplained by any documents in the Department.

W is another conveyance of the Morenos' eight hundred arpents of land, for the same consideration as in paper marked S, dated 2d June, 1828.

The deeds from Mr. White to the Secretary of the Navy are all without warranty, without relinquishment of dower, vague and indefinite, and three of them have never been recorded.

X and Y are extracts from a report of surveyors, appointed by the late Secretary of the Navy, dated October, 1828, and a report of Commodore Rodgers, dated October, 1829. From these papers it appears that, on the four hundred arpents of land purchased from Mr. Breckenridge, there are about ten acres of live oak land, bearing one hundred and seventeen trees fit for use, and many too small to be of any present value. It does not appear from these papers, or any other in the Department, that, on the lands purchased of Mr. White and of the Morenos, there is a single tree fit for use.

Paper marked R contains extracts from a communication made to the Department, by Mr. Cornell, late agent associated with Mr. Haire for the examination and survey of lands producing live oak, &c., dated 16th July, 1829. From these it appears that the quality of the lands purchased by the government, from Mr. White and Mr. Breckenridge, is far inferior to many thousands of acres of land owned by the government, which last will not command the minimum government price of one dollar and twenty-five cents per acre, and expressing the opinion that these lands, for which nine thousand dollars had been paid by the government, "could not, at this moment, command nine thousand cents, except for the buildings erected by Judge Breckenridge, one of the former proprietors, and some other little improvements, of no use to the government, put on one of the tracts by him previously to the sale of it to the government."

Z is a copy of a letter from Samuel L. Southard to the chairman of the Committee of Ways and Means in the House of Representatives, dated the 29th January, 1828, the date of his first agreements with Mr. White and Mr. Breckenridge, stating that it was desirable to purchase sixteen hundred arpents of live oak lands in Florida, which would cost about five thousand dollars, as well as certain tracts in Georgia, which he did not think it prudent to mention. He requested merely authority to purchase the lands, the funds for which might be taken out of the appropriation for the gradual improvement of the navy.

AA is a copy of the third section of the appropriation bill for the support of the navy for 1828, granting ten thousand dollars out of the appropriation for gradual improvement of the navy, to pay for such lands producing live oak as the President might think proper to purchase, to provide a supply of timber for the use of the navy. This act passed on the 19th of March, 1828.

The Secretary had already, on the 29th of January, 1828, agreed to purchase twelve hundred arpents of Mr. White, and four hundred of Mr. Breckenridge, to whom he had advanced twelve hundred dollars; on the 10th of March, deeds were executed for two thousand four hundred arpents, for which, including the advances, there were paid, on the 21st and 22d of March, 1828, seven thousand nine hundred dollars, leaving two thousand one hundred of the ten thousand in the Treasury, which, with two hundred and sixty-one dollars and eleven cents more, were paid over to Mr. White, for twelve hundred and fifty additional arpents, on the 27th May following.

No lands were purchased in Georgia. The whole sum set apart for that object, and two hundred and sixty-one dollars more, were paid to Mr. White, and the Secretary of the Navy was still bound to pay him for five hundred and fifty arpents more, had he procured and conveyed them within the time stipulated.

BB is a copy of a letter from Mr. Breckenridge, advising the purchase of certain pre-emption rights.

CC is a copy of a letter from the Secretary of the Navy to Mr. Breckenridge, giving authority to make the purchases.

DD is a copy of a letter from Mr. Breckenridge, announcing that four pre-emptions had been purchased, at one hundred and fifty dollars each.

From the same source the Department has been informed that there are about ten pre-emptions which it is desirable to purchase. Those purchased have not been paid for, because it is not believed that the Department had any legal authority to purchase them, or any fund out of which they could be legally paid for.

The report of the Secretary of the Navy to the President, dated 1st December, 1827; the contracts made, and the money advanced on the 29th January, 1828; the deeds executed on the 10th of March, nine days before the special session became law; the authority given on the 23d of March to purchase lands to the amount of three thousand four hundred dollars, when there were only two thousand one hundred dollars of the ten thousand dollars left; the payment on the 27th of May of two hundred and sixty-one dollars and eleven cents beyond the ten thousand dollars; and, finally, the authority given on the 6th of December, 1828, to purchase the pre-emptions, all prove that, practically, at least, the act for the gradual improvement of the navy was construed to authorize the purchase of lands, and establishment of live oak plantations. Out of the appropriation for that object, not only all these lands have been paid for, but also all buildings and labor upon them, carts, oxen, utensils, and provisions, together with the salaries of the superintendent and overseer, without any special authority from Congress.

File maked EE contains papers giving much miscellaneous information relating to the various transactions detailed above, and which require no comment or explanation, but may tend to illustrate the subject under investigation.

Whether, in the course which has been pursued in relation to this whole business, the interest of the public has been consulted or promoted, and whether it is expedient at this time, under all the circumstances of the case, further to prosecute the propagation or culture of live oak, is respectfully submitted to your consideration.

JOHN BRANCH.

HOD. ANDREW STEVENSON, *Speaker of the House of Representatives, U. S.*

A.

Copies of the correspondence between the Navy Department and the superintendent and overseer of the live oak plantation near Pensacola.

No. 1.

PENSACOLA, March 21, 1828.

SIR: On my arrival here, I found my orange trees, together with a variety of exotic fruit trees, from the West Indies, which I had not seen for a year, had grown beyond my most sanguine hopes, and are become exceedingly interesting and valuable, but, if removed, I fear, will perish. Having reared them from the seed while a solitary hermit, it is not surprising that I should have an attachment to them; they are my children. The situation which they occupy first struck me as very peculiar; it is impossible for me to meet with one at all comparable, being protected on the north by a sheet of salt water five miles wide, and a thicket of live oak and pine of a mile in depth, with an exposure to the sea on the south. In fact, it is the only spot I can find suited to my trees, the culture of which has constituted my amusement for five years. Several of my orange trees and lemon are now in bearing, and others soon will be. The thought of being separated from them is distressing to me, and I blame myself for the inconsiderate act of disposing of them on the discouraging accounts I received from the person who formerly occupied the place, whose only object was to furnish an excuse for going away. But to what does all this lead? In a word, it is this—if it be not too late to reconsider our contract, and allow me to reserve the *few acres* which contain my house and favorite trees and shrubs, I will yield the rest of the land, with all the live oak, for the consideration already paid me; and I assure you that this is a very small compensation. I fear, sir, I may appear whimsical and ridiculous, but we are strange beings, fearfully made, and the happiness or misery of our lives is very differently compounded. There are associations connected with this spot which render it extremely painful for me to think of leaving it. What they are would be fitter for the story of romance.

The reservation of one little solitary orange grove can be no injury to the general plan of cultivating the live oak; my buildings and improvements would be of little or no value to the government; they are not such as it would construct if it were necessary to construct any. The residence of one family here would be an advantage. It would be my interest to keep out the fires. In fact, it is owing to the extraordinary pains I have taken, for the last five years, to keep out the fires, that the thickets have grown up so much in my vicinity. If it be possible to gratify my feelings in permitting me to retain those trees, which are now so beautiful, and which I have reared with so much pains, it would be conferring a cheap happiness on a simple kind of being, who, instead of pursuing the road of avarice or ambition, has preferred the cultivation of an innocent and elegant taste.

Should it no longer be in your power to gratify my wish, at least it will be permitted me to retain possession until conveniently and safely removing trees and shrubs, and to look out for another place for them. To find one equally suitable I despair.

The situation gives me a difference of nearly half a degree of latitude from Pensacola. There has been ice and frost at Pensacola this winter, but neither has been seen at my place. The peppers, which are very tender, are, at this time, in blossom, have green and ripe peppers on the same shrub, for it there grows to a shrub. Perhaps an agent may be wanted by the government to superintend and direct the plantation of live oak, who has made the subject of the cultivation of trees his study; and, if I might speak of myself, I will venture to say that none has been more successful in this country. I have imported from England some of the works on *plantations*, as they are called, and the study and practice has, for several years, been my favorite amusement. Although I do not pretend to be equal to Solomon, for this would be vanity and vexation of spirit, yet I may say, with truth, that there is no tree or shrub in this country with whose history, properties, and habits I have not an acquaintance. If I could be permitted to remain in possession of my little Elysium as the agent, or an agent to superintend the noble experiment of preserving the live oak, I shall be content. I know nothing of speculation; I have no desire to sell to individuals; my only wish is the privilege of passing the few gliding years of a life already half accomplished, amid the harmless creation of my own hands. The superintendence would be an amusement to me, sufficient to compensate for the trouble. You may think this letter somewhat singular, and my request unreasonable, and founded on considerations which, as a man of business and official station, you can hardly act upon. Under the pre-emption act of Congress, I am entitled to a quarter section of

land below the tract I purchased, having improved it in 1822, but I have never asserted my claim, which I might do if I were avaricious. It would relieve me from painful reflection if our contract could be remodeled so as to permit me to retain some ten or twenty acres with my improvements; or, if this cannot be allowed, to permit me, as an agent, to occupy the premises until the government shall deem it necessary to dispossess me. If I could see any prospect of success in removing my trees anywhere else, I would not make the request, but, after the most diligent inquiry, I find it impracticable; and to see them perish, or come to nothing, is most painful to me.

With sentiments of great respect, I remain your most obedient servant,

HON. SAMUEL L. SOUTHARD.

H. M. BRECKENRIDGE.

No. 2.

PENSACOLA, *March 24, 1828.*

SIR: Since I had the pleasure of writing to you last week I have had the good fortune to find a spot which I think will answer, though not as well as that on Sta. Rosa, for the cultivation of the orange, as it is considerably further from this place. I am confident, from the warmth and generosity of your feelings, that some allowance will be made for the appearance of fickleness on my part, and for my foolish attachment to the trees and shrubs I have planted. I am aware that it will be inconvenient and troublesome to alter an arrangement already made. I must, however, solicit, as a particular favor, that I may be permitted to remain in possession until I can conveniently prepare a place for the removal of my trees. The present tenant, who was placed by my agent, has a lease for a year from last January.

If my wish could be gratified by an agency in the management of the plantation of the live oak, it would be highly pleasing to me.

The ship carpenter of the yard informs me that, in his opinion, the government has had a great bargain in the live oak sold by Colonel White and myself. The plantation at the navy yard has not, from what I can learn, been properly formed, no doubt from a want of knowledge. I learn that three bushels of the acorns were purchased from my former tenant, and that these have been planted, but so deep (nearly a foot) as to rot. In England the mode is to open a nursery, and, at the age of five years, to set out the oak; but here there is no need even of a nursery, for millions of young live oaks may be had which may be transplanted with proper pains. The corporation of Pensacola has, this season, made an experiment of transplanting about two hundred, of the size of two or three inches in diameter, and about ten feet high, in the public places. If this be successful it will show at once the practicability of forming plantations.

Nearly all the thickets in this country consist of young live oak, so thick that there is no difficulty in procuring them. This is a most interesting subject, for this invaluable tree will certainly be lost if those which nature has planted be solely depended on for a supply. I think I could communicate valuable information on this subject. I will leave it to Colonel White, who is my agent, to act for me in the business, and whatever he will do will be satisfactory to me.

I am, with great respect, your most obedient servant,

H. M. BRECKENRIDGE.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy, U. S.*

No. 3.

Copy of a letter from the Secretary of the Navy to the Hon. H. M. Breckenridge, dated—

NAVY DEPARTMENT, *April 12, 1828.*

I have received your letter of the 21st ult. The law for the purchase has been made, and the circumstances of it explained to Congress. It does not, therefore, seem possible to alter it, but I do not doubt that a satisfactory arrangement may be made in other respects; and I will communicate with you as soon as time is afforded to decide what will be done with the reservation. In the meantime, be pleased to keep possession, and to use it so as to meet your own views, without injury to the improvements.

Will you express to me your opinion of the best mode of clearing out and planting the whole tract with live oak?

No. 4.

PENSACOLA, *May 9, 1828.*

SIR: I do myself the pleasure to acknowledge the receipt of your letter in reply to mine on the subject of the sale of my property on Santa Rosa Sound. I should have been much pleased to have retained my improvements, and regret that it is too late to alter the agreement, but return you my thanks for the disposition expressed to gratify my wishes in other particulars. My fruit trees have attained such a size that it would be almost impossible to remove them, if a situation equally favorable could be found for the orange, the lemon, the almond, and the olive, which is out of the question. The inferiority of the situation was satisfactorily tried by the late frosts, which did considerable injury at Pensacola, while the most tender garden vegetables were not touched at Sta. Rosa.

I am much attached to the spot, having occupied it four or five years as a summer retreat from the visitations of yellow fever, which, it is to be feared, will become more frequent in Pensacola, as its size and importance increase. It continues to be my residence, and it is my chief amusement to take care of it, and even to add new embellishments.

As the court is now in session, my time will not permit me at the present moment to present my views on the subject of the contemplated reservation, but I will do so shortly. Nothing could be more agreeable to me than to be employed in furthering the enlightened views of the government in preserving the valuable timber in the vicinity of this place. My official duties allow me sufficient leisure to devote the necessary time to the subject. I make the offer of my services without any expectation of emolument or compensation; and should any moderate compensation be deemed proper by the President, it will only be accepted by me in order that I may engage an assistant, who may be constantly on the spot when my duties shall require my absence at court.

I am, sir, with great respect, your most obedient servant,

H. M. BRECKENRIDGE.

Hon. SAMUEL L. SOUTHWARD, *Secretary of the Navy, U. S.*

No. 5.

STA. ROSA, June 1, 1828.

Sir: In compliance with your request, I now communicate some of my ideas on the subject of the culture of the live oak, and the mode of employing the public land to be reserved at this place to the best advantage.

The live oak, *quercus vivus*, is one of the most valuable timber trees our country produces, and is unequalled for the frames of vessels. There is no wood superior, if equal to it, in strength, buoyancy, and durability. It is found, principally, south of latitude 34 degrees, along our Atlantic coast, but its favorite region is the southern part of the coast of South Carolina, Georgia, and of Florida; and in the latter, only, it is now found in sufficient quantities to be worth the attention of the government. Michaud, the botanist, is of opinion that in the course of fifty or sixty years this valuable timber tree will entirely disappear, on account of the greatness of the demand for it, and the limited quantity to be found. The live oak tree, at a distance, has the appearance of a large apple or pear tree; its spreading and picturesque top, and delicate olive-shaped leaves, of a deep shining green, render it extremely beautiful, and it is one of the most magnificent and delightful shade trees in the world. But it is not found in continuous forests of any extent, like other species of the oak; it loves solitary and detached situations. It requires a free circulation of air, and must have ample space to extend its prodigious horizontal branches. One of these branches, which I measured some years ago, I found seventy-five feet in length, and the extremity was so low that I could reach it from the ground. From this peculiar habit it rarely attains its full size anywhere except on the margins of rivers, and on the shores of the bays and sounds, and on the edge of the open ponds, but seldom extending any distance back, which I consider entirely owing to the being crowded by other trees, and, consequently, to the want of the proper space; for there are instances of beautiful groves of twenty or thirty acres on the coast of Georgia, where they have been nursed with care and allowed sufficient room to spread. Twenty or thirty trees to an acre are as many as ought to be allowed to remain, in order to come to full perfection, although they might be permitted to grow closer together for some purposes; but in order to form those curious and valuable crooks so much esteemed for knees or futtocks, breasthooks, and other timbers of vessels, it is necessary that they should be permitted to expand as much as possible. For beams, stems, sternposts, transoms, breasthooks of upper deck, top timber and bow timber, &c., &c., it will be an advantage to grow somewhat closer, in order to form longer and larger bodies. But a vessel would require three or four hundred of the former; and for the other, except the beams, but a small number for each ship; but one stem and stern post is required, but those, in general, are in two pieces. Round young live oak, of six or eight inches diameter, is, I believe, of very little value, even for merchant vessels. The live oak is naturally inclined to spread, as is in fact the case with most trees growing in a deep, loose, sandy soil, while in a rich and fine loam they shoot up into tall and vigorous stems, with short lateral branches. It is on account of its requiring so much space that in the natural forests these trees are rarely met with in groves of more than fifty or a hundred, and that usually in some narrow point of land, with an open space or water on each side.

When the live oak is cut down it is not destroyed, that is, the stump does not *rot* or *die*; and even where the roots are dug up, (and I am told they are the most valuable part of the tree,) like the chestnut or locust, the roots that remain in the ground, or the stump of the tree, send up vigorous shoots, of such rapid growth as to form large trees in a third of the time which was required by the parent stem. Under favorable circumstances, fifty or sixty years from the acorn I should think sufficient for a live oak to attain its growth. Some of the finest trees I have seen are found on the ruins of the old forts and villages in the Tallahassee country, frequently growing out of masses of bricks; and, as these settlements were destroyed in 1706, we may fix with certainty the longest period which it requires for them to attain their present enormous magnitude. These trees have evidently been in a state of decay for half a century, owing to the close forests of other trees, which have grown up around and overtopped them. They at first, no doubt, occupied open spaces, and to all appearance must have attained their present size in fifty or sixty years. The live oak, being an evergreen, does not show its age by the concentric circles, for it grows in winter as much as in summer. I should think that a tree of fifty years old from the acorn ought to be fit for most uses in ship building, although, after it attains a certain size, its progress is more slow, especially if deprived of the necessary space and air. I have examined a tree growing in a yard near Pensacola, the trunk of which is now at least two feet in diameter, and which the owner told me was so small twenty years ago that he bent the two principal limbs with his hands, and fixed them with stakes, so as to give them a particular inclination. In the neighborhood of Charleston, I have seen noble trees, which, I was told, had been planted about fifty or sixty years ago; and a number of live oaks which I found growing around the spot where I built my house, have increased at least one-third in size within six years, from being carefully pruned and freed from the encroachment of other trees. I can, therefore, speak with the confidence derived from experience on the advantages of nursing the trees which we find already set by the hand of nature; for they often have the advantage of a root a hundred or perhaps five hundred years old. In the neighborhood of a live oak grove, there are always thickets of young trees, which have sprung from the acorn, or from the roots of trees cut down or gone to decay. These thickets are so close as to form impervious hedges, and it is to such places I should look for plants to set out else-

where, or to thin out and cultivate as they grow. The only use in planting acorns is to form nurseries, and here are natural nurseries of millions of young trees from five to fifteen years old.

I am acquainted with no forest tree that improves more rapidly by attention and care than the live oak; and those which have been nursed as shade trees are universally found more valuable than those which grow spontaneously, particularly as to the soundness of the timber; owing, principally, to their roots being kept clear from the collection of bark and litter, which have a tendency to cause rotten places at the foot of the tree, or to afford material for the fires which occasionally pass through the woods.

The pruning the lower limbs, also, when they show a tendency to decay, must contribute much to preserve the trunk sound; and in the young trees this operation is indispensable, where it is desirable that the trunk should be long—the live oak being naturally inclined to form very short trunks, not more than six or eight feet before it is lost in large branches. In fact, by proper pruning, the tree could be made to assume almost any shape; and crooks and smaller pieces might frequently be lopped off without any very material injury to the tree. An old Spanish ship carpenter, who had not been at this spot for ten or fifteen years, expressed his astonishment to me the other day at the appearance of the large live oaks here, which he told me, within his recollection, had almost been stripped naked of limbs for crooks, but they had since formed others of such a size as scarcely to show where they had been cut. The dead trunk of a live oak will stand for half a century without decay, and the place where a limb has been cut off will look perfectly sound for years; in fact, the wood appears almost incorruptible. In situations not favorable to the growth of the tree, it will no doubt remain a long time without making much progress. Moist situations, in general, suit it best. Some of the finest I have seen grow on the edge of ponds, where their roots must have been continually in water; and even where they grow in high situations, I have found, in digging wells, that their roots had penetrated twenty or thirty feet in pursuit of moisture.

Having given this brief sketch of the natural history of the live oak, I shall proceed to the subject to which you have been pleased to call my attention.

This point or tongue of land is certainly the most advantageous that could possibly be selected for the purpose of making a fair experiment of the cultivation or preservation of the live oak. The weight of the wood is so great that it will not bear land transportation but for very short distances. The plantation ought, therefore, to be near the coast; and being in the immediate vicinity of the navy yard, the value and adaptation of almost every tree could be known. On this narrow peninsula, the land transportation need not exceed three-quarters of a mile. At present, live oak has to be culled and collected from a variety of places at a multiplied cost; whereas, by having a large plantation, every kind of timber might be met with in a small space; and this spot being so completely detached, and without inhabitants, it will be readily placed under the complete control of the government. For at least fifteen miles to Williams' creek, it is, in spots of several hundred acres, already thickly set with young live oak, as well as occasional groves of pine trees; and there are many tracts of five hundred or a thousand acres of low, open, moist pine woods and savannahs, where the experiment of planting may be made at small expense, for they will neither require enclosing nor clearing. This point also abounds with a very valuable yellow pine, remarkable for the fineness of its grain and freedom from sap, and which would be valuable for many purposes in ship building. The first consideration, and that which should precede any other, is the *expenditure* in the proposed undertaking, and the *advantage*, either *immediately or remotely*, to be derived from the expenditure; for although it be the national object to have in store the best materials for the construction of our ships-of-war, yet that object, important as it is, may be attained at too great an expenditure of the public money. In this instance, I think, however, the expense will be found not to exceed that which would be fully justified, even considering it only as an *experiment*, but an experiment worthy of an enlightened nation, in a matter of the highest importance, and that with the strictest attention to economy. Great Britain, a century ago, began to find serious difficulty in procuring a sufficient supply of the navy oak, (a kind, I am informed, resembling our post oak,) when those plantations were suggested and effected by a private gentleman, (Evelyn,) consisting of many millions of trees, which at this day form an ample and permanent supply of a very valuable timber, but admitted to be greatly inferior to our live oak—a plant which seems nowhere else to be found, excepting on our coast, as if to indicate the element on which our countrymen are destined to surpass every other people in enterprise and skill. The practice of forming private plantations was generally introduced, and at this day constitute one of the most important items in estimating the value of landed estate in England. In that country, where the value of everything is reduced to exact calculation, a person can obtain the present value of his plantation of oaks, formed upon an estimate of their value some twenty-five or thirty years hence. This calculation is made on the principle of annuities; and, without going into details, I will assume it as proved, that a tree which will be worth twenty dollars at the distance of twenty-five years from this day ought not to be worth more at present than two dollars; that sum, then, would be the highest price that could be obtained for a plantation already established and in a flourishing condition. Although, considered as a national object, a different estimate might be made from that which would govern individual transactions, where the interest of money would be the ruling consideration, yet there ought to be some standard by which to estimate the expense, so that the live oak, however important and necessary, should not be obtained at a price greatly exceeding its value. In addition to present cost, an annual allowance should be made until the tree became fit for use, but, in the whole, to keep within its value at that period. Thus, ten thousand trees, at the average value of twenty dollars, (which I do not think out of the way, as the wood is worth a dollar a cubic foot at the navy yards,) fifty years hence, when fit for use, would be worth two hundred thousand dollars; and the present cost ought not, therefore, to exceed one dollar each, or ten thousand dollars; but this is supposing the *longest time* before they would be fit for use, and it is supposing that the price of all kinds of timber, and this especially, will not be greatly enhanced by the alterations in our country, as well as greater scarcity. Here, then, is the maximum of *present* expenditure; and if that expense exceeds a *dollar a tree*, unless it be on a small scale, for mere experiment, I would not advise the government to undertake it. But on the plan which I shall suggest, it will be seen that the expense falls far below that amount.

I would endeavor, in the first place, to combine, as far as practicable, immediate advantage with future benefit—present and certain benefit with matter of experiment, however promising. The first thing, therefore, would be to take care of the trees already planted by the hand of nature, and by proper care and attention accelerate and improve their growth; and in the next place, to plant trees of the largest size that will bear transplanting, in situations the most favorable, and where their culture will be attended with the least expense. This point where I reside may contain about four thousand acres, and,

until we reach the open grassy woods of long leaf pine, the whole or nearly the whole is already thickly set with live oaks of every size, and will require no planting, but they are intermixed with short leaved or old field pine, with a variety of shrubs and water oaks, rendering the whole an impassable jungle. Within this tract, to which I would recommend that the first operations should be in a great measure confined, there may be found about *four hundred full grown trees*, fit for any purpose of ship building, and about *four thousand thrifty young trees*, from four to twelve inches in diameter, which, with proper care, may be fit for use in ten or fifteen years. The attention and expense bestowed upon these cannot be considered as an experiment; the benefit would be certain. But the principal operation, and which would not be as certain as the last, but much more so than planting, would be to clear out a given number, say ten thousand young trees, having the advantage of old roots, of two inches and upwards in diameter, and I think the clearing away a few yards round each tree would suffice to give room and air; and, in addition, I think the opening wide avenues for the latter purpose would be advisable, judging from the effect of the military road, where the young live oaks on each side have doubled the growth of those some distance off. The full grown trees would require some little attention also. I would cut away all the pines, water oaks, and hickories, around them, which would produce a large quantity of fire wood, that might be cut up afterwards for the supply of the navy yard. I think I would even recommend cutting down some of those trees which have attained such a size as not to promise much increase; the timber being cut to moulds and transported to the navy yard, may be preserved in sleds for a hundred years, without any other inconvenience than that of becoming so hard as to break the tools of the workmen. I would recommend this plan generally for all the live oak on the sound, the Choctawhatchy Bay, and other places convenient for the yard; but this might be done at any time, and is only suggested for this reason, that, if the matured stems were cut away, the young sprouts might be nursed into fine trees in a shorter time than by any other mode; at least the accumulation of bark and trash about their roots ought to be cleared away. There are some truly noble live oaks on this point, which are well deserving of some attention. As to the plantations, I would be content the first year with setting out a few thousand trees in the open savannahs, immediately above the tract of which I have been speaking, and, if they will readily take root, these plantations would have many advantages; there would be less trouble in keeping down other growth, there being nothing but grass and scattering pines, and the pine cut down never sprouts. These first plantations I would regard as entirely experimental, and to be made with much care. The proper season and the best mode of transplanting evergreens are not well known, but, planting at different times and in different ways, the best would soon be ascertained. It will be entirely unnecessary to grub, clear the ground, or enclose it, as was done at great expense in the small experiment at the navy yard, where, perhaps, hundreds of good roots were dug up to make room for acorns. The wild grass should be cut away a few yards round the plant; the grass is easily killed, and its destruction in the immediate vicinity of the young trees will be a great defence from the fires—the only thing to be much dreaded. I have watched with a good deal of interest the plantation of live oak on the public square in Pensacola: but three of them have taken root, but these are growing handsomely. I found, on inquiry, that the corporation had given a dollar a piece for handsome young trees, ten or twelve feet high; but they were taken up with very little root, planted too deep in the ground, and were never watered. Those planted at the cantonment have all taken root, and are flourishing; while those at the navy yard, from unskillful planting and not being watered, have shared the fate of those at Pensacola.

With ten laborers, I would engage to clear out ten thousand of the youngest trees, in the manner I propose, in one year, and plant from one to three thousand; so that five hands would suffice, not only to take care of them during the succeeding years, but to make annual additions of from one thousand to five thousand. But in order to clear and prune the four hundred full grown trees, and the four thousand half grown, it would require the aid of ten additional laborers for one year. My plan of operations, it will be seen, for the first year is entirely confined to the *four or five thousand acres in this immediate vicinity*, and perhaps a few miles in the open pine woods. In the course of two or three years, after seeing the success of the present undertaking, other subordinate establishments might be made between this and Williams' creek, at two or three of the principal natural groves of live oak, when the full grown trees, the half grown, and the young ones, may be treated in the same way, and adjacent plantations formed. Two or three poor families would be glad to settle at Twitchell's, Ellis's, and Williams' ham-mocks, where there is some land cleared, and would be very useful to keep the fires out of the woods; a very small compensation would satisfy them, or they could be engaged as laborers. Boats passing and repassing along the sound, to ascend the Choctawhatchy river, often encamp and leave their fires burning, which communicate with the grassy savannahs, and every few years, in very dry weather, and when the leaves have accumulated, it penetrates into the thick woods, doing much injury. A few poor Indian families have also made this their hunting ground, but there would be no difficulty in keeping them away.

My estimate of the expense for the first year would be as follows:

For 20 laborers for one year, at \$15 per month, 300 working days.....	\$4,000
For rations, &c.....	1,000
Cart, oxen, boat, tools.....	300
	\$5,300
Salary of a superintendent.....	400
Overseer	500
	\$6,200

A few hundred dollars would be required, in addition, for quarters, storehouses, and other temporary buildings. But I would not recommend an expenditure of more than ten thousand dollars at the outside, until the reports and opinions of persons in whom the government can place full confidence shall have given satisfactory assurance of at least fair prospect of success in the further prosecution of the experiment. If ten laborers only be allowed, it will be recollected that the expense will not be reduced in proportion; the saving would only be in their wages and rations, and I would recommend even continuing the ten laborers the second year, but after that, with occasional assistance, five would suffice. It would probably take several years to make a fair trial, particularly in the transplanted trees. According to my estimate, the present value of the four hundred full grown trees alone would be eight thousand dollars,

and of the four thousand trees half grown, at five dollars, twenty thousand dollars; and several thousand cords of pine wood could, at the same time, be obtained with a little additional expense. Ten thousand dollars would be money safely expended for objects of present and certain value.

Some legislation might, perhaps, be necessary to declare the tract of land a reserve for this purpose, and in order to prevent depredations. This point has been a kind of common for many years, where persons came to cut wood to sell for the use of the town, and for the navy and army. Perhaps a simple notice in a public newspaper, forewarning all such persons, and strict instructions to the district attorney and the agent to proscribe all trespassers, may be found to answer any purposes. A penalty on persons setting fire to the woods would, however, be very useful. I have thus given a hasty outline of my plan, and it will give me great pleasure to attend to any further suggestions on this interesting subject.

I remain, with sentiments of respect, your most obedient servant,

H. M. BRECKENRIDGE.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy of the United States.*

No. 6.

STA. ROSA, June 10, 1828.

SIR: In the communication transmitted to you on the subject of the live oak, I am satisfied that I have much underrated the number of young trees which might be cleared out or freed from the surrounding thickets. These were estimated at ten thousand the past year: I think twenty or even thirty thousand might be cleared. The point might hold from *three to four hundred thousand*, and it is already set for this purpose, but I think that number would be too great for four thousand acres. My estimates, generally, have been as low as possible, as to the work which may be done by twenty hands.

A fire, which was extinguished with difficulty, lately broke out in the hammock from the pine woods, and extended several hundred yards, destroying many thousand young trees which I had counted upon to set out in the pine flats. I could wish that some orders were dispatched speedily, so as to prevent mischievous lime burners and wood cutters from continuing their depredations. An advertisement in the public newspapers, and instructions to the marshal, with instructions to call on the military for assistance, would be absolutely necessary. The straggling Indians must be driven off: this has been their hunting ground, and, unless they be ordered away, the fires will be continually breaking out from their camps. I have had one laborer continually employed in pruning the oak trees about me, and in extending the clearing ground. Much of the work has been with a view to see what a hand can accomplish in the way of clearing out the trees from the undergrowth. As this laborer has been employed for the benefit of the government, I think it reasonable that his wages should be allowed, at least for the future. This I respectfully submit. A boat will be very necessary. Perhaps by an order to the superintendent of the navy yard one might be furnished. It will be necessary to the establishment, at any rate, and the one which I have is very crazy and unsafe.

With sentiments of respect, I am your most obedient servant,

H. M. BRECKENRIDGE.

HON. S. L. SOUTHARD, *Secretary of the Navy of the United States.*

No. 7.

Extract of a letter from Samuel L. Southard, Secretary of the Navy, to the Hon. Joseph M. White, dated—

JULY 3, 1828.

I think it would be best to obtain from the Commissioner of the General Land Office a proper writing, to be signed by the grantees of the several tracts, authorizing and requesting patents to be issued in the name of the Secretary of the Navy, for the use of the United States, and transmit it to some fit person (say Judge Breckenridge) to procure their signatures, as an additional and conclusive evidence of the transfer of title. If you see no objection to this course, it will be immediately taken.

No. 8.

NAVY DEPARTMENT, December 13, 1828.

SIR: I understand it to be your wish to obtain a retransfer of so much of the land sold to the government as will embrace your improvements and orange grove, and for that purpose to have a law passed by Congress.

I would suggest that this may not be regarded by you as necessary, when you are assured that so much of the land as embraces the grove (say twenty acres) may remain permanently under your control, in such manner that you may cultivate and derive the profit from it.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

H. M. BRECKENRIDGE, Esq., *Tallahassee, Florida.*

No. 9.

TALLAHASSEE, *January 5, 1829.*

SIR: I do myself the honor to acknowledge the receipt of your two letters of the 13th of December last, and accept with pleasure the appointment of superintendent of the live oak plantation at Deer Point. I also return you my sincere thanks for the assurances you give me that the orange grove and improvements will remain permanently in my possession, which for the present is all I could desire.

Immediately on the receipt of your letter, I wrote to Mr. Samuel Davis, who resides with his family on the place, and appointed him overseer, and employed four of his men who had been previously employed at the navy yard. It is a great advantage to have a person there interested in the success of the undertaking, and to him the plan of operation is perfectly known. I have also entered into an agreement with a gentleman of the name of Garnet, who happens to be here from Virginia, for the hire of ten men, who are now at Pensacola; so that by the tenth of this month, at furthest, the work will have been commenced. I contemplate being at home before the first of February, and will then write more fully. In the meantime, I should be glad that a copy of my communication on the mode of treating the live oak, might be furnished me. I will follow the advice of the President in the planting of acorns; which, I find, also accords with the opinion of Commodore Woolsey, who is well informed on such subjects, and enters into the views of the President with judgment and zeal.

I am, respectfully, your most obedient servant,

H. M. BRECKENRIDGE.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy, U. S.*

No. 10.

NAVY DEPARTMENT, *February 28, 1829.*

SIR: Agreeably to the request contained in your letter of the 5th January, I now transmit a copy of your communication on the mode of treating the live oak.

I am, respectfully, &c.,

By order.

C. HAY.

H. M. BRECKENRIDGE, Esq., *near Pensacola.*

No. 11.

NAVY DEPARTMENT, *April 7, 1829.*

SIR: The Commissioners of the Navy are about to visit Pensacola, and have received instructions to examine the several tracts of land purchased by this Department.

You will be pleased to suspend all operations commenced under former instructions, relating to that tract which is under your immediate superintendence, until you shall hear further from the Department.

I am, respectfully, &c.,

JOHN BRANCH.

HON. H. M. BRECKENRIDGE, *Sta. Rosa, near Pensacola.*

No. 12.

DEER POINT, *April 18, 1829.*

SIR: By letter from your predecessor in office, Mr. Southard, dated 6th December last, I was authorized and instructed to commence operations on the land of the United States at this place, for the preservation of live oak. It will be seen by my letters in the Department, that I commenced as soon as practicable on the receipt of the instructions referred to, and now forward my quarterly report of the expenses incurred and the progress made.

From the accounts now forwarded, it will be seen that the expense does not exceed the amount of my estimate, and the work done is much greater. I have used the utmost economy in the erection of buildings for the laborers, and have hired them on the same terms as at the navy yard and other public works. I have hired two white men—one to assist Captain Davis, the overseer, and at somewhat higher wages than the slaves; the other to erect the necessary building, with the assistance of part of the hands. The provisions have been purchased on the most reasonable terms, considering the high price of all articles of that kind in this country; especially this winter, from the interruption of the navigation of the Ohio, whence we derive our supplies. The two white men have been allowed the value of their rations in money. To the slaves the provisions have been issued out, and a woman has been employed to cook for them.

The labor done has exceeded my most sanguine hopes. Great credit is due to Captain Davis for his indefatigable exertions, as well as to the judgment, in carrying on the work. His report to me is forwarded, and will show the progress made. The groves already assume a beautiful appearance. We have transplanted only a few trees, and as there were no acorns last year—the live oak bearing only every other other year—it was impossible to commence a nursery from them, which, according to the opinion of some writers, is most advisable. Much of the time has been taken up in erecting comfortable cabins and cutting and protecting roads; that is, wide avenues grubbed smooth, so as to stop the progress of the fires, whose destructive effect in those hammocks is inconceivable. I am confident we shall be able to clear out from thirty to forty thousand thrifty young trees in the course of the year, besides

attending to the other operations. The immense heaps of brush left on the ground I had determined to suffer to remain and rot, for the purpose of enriching the soil, and at the same time keeping down sprouts from the stumps, but I find it will be necessary to burn it off in those situations where there is danger from accidental or intentional conflagration.

Deer Point has been a common for the supply of fuel to the town, and it is extremely difficult to prevent the practice of cutting wood here for sale. I enclose a paragraph of the editor of the Pensacola Gazette, chiefly derived from me, and containing some further information, although in the details not exactly correct, particularly as to the number of trees, which had not then been counted and measured.

The following is the average present value of the trees cleared out, formed on the principle of annuities, alluded to in my first communication to your predecessor, with the exception of those of the first class, which are fit for immediate use. I believe the estimate is at least twenty-five per cent. too low:

First class of full grown trees, 173, at \$10 each.....	\$1,730 00
Second class, six inches and over, 426 trees, at \$5 each.....	2,130 00
Third class, between two and six inches, 11,635, at 50 cents each.....	5,817 00
Fourth, two inches and under; at 12½ cents each, 9,968 trees.....	1,243 00
	\$10,920 00

From the above I think it will be seen that the expenses will fall far short of what would be justified on the principle of annuities, which, in Great Britain, governs the estimated value of similar property, not immediately available or productive.

I wrote to Mr. Southard at the commencement of the quarter, requesting him to place funds at my disposal to meet the expenses, but in consequence of his illness, I presume, the subject was overlooked; thus far the work has been carried on at my own expense or by my credit. I hope the subject will claim your earliest attention.

I am, sir, with great respect, your most obedient servant,

H. M. BRECKENRIDGE.

Hon. JOHN BRANCH, *Secretary of the Navy, U. S.*

P. S.—Not having entirely completed my accounts, I defer the transmission of the remainder until the next mail.

H. M. B.

No. 13.

WASHINGTON CITY, July 6, 1829.

SIR: Being anxious to leave town, and knowing how much you are pressed with business, I have thought it might be more convenient to write to you. The enclosed printed letter was addressed by me to Mr. Southard, at his request, in June, 1828, and contains the plan of operations proposed by me.

The answer of Mr. Southard, which you have on record, was not given until December, or January, 1829, and on receiving it I was somewhat at a loss how to act, no funds being placed in my hands, and it was not explained how they were to be procured. Happening to show the letter to Mr. Garnet, of Virginia, he eagerly solicited the employment of his hands, then at Pensacola. To this I acceded, agreed with him for three months, and afterwards for a year, according to the authority given me. I afterwards completed the number twenty from Col. Bright, formerly of North Carolina, and two other gentlemen.

No funds having been provided me, I found that after setting them to work it was necessary to incur a great expense in feeding them, and in a variety of incidental expenditures, which will appear from the accounts rendered.

Having followed literally the instructions of the Secretary of the Navy, I was not aware that there would be any hesitation in settling the accounts.

My plan was to employ *twenty hands for one year*, and then continue four or five hands with an overseer at a reduced price, say half of what he at present receives; and as to my own services, without any compensation, except perhaps an occasional allowance to a clerk, to assist in making out accounts.

In the sale of my lands, I reserved the privilege of removing my orange trees, but found that they were too large to be safely removed, and that I could find no other situation equally favorable. I offered to return the money received, on condition of a reconveyance of twenty acres, but this could not be done. I received the assurance of the Secretary of the Navy that I shall not be disturbed in the few acres which they occupy. It will require considerable expense and much care for several years before they can be rendered productive, and *this can only be incurred by a single individual*, as they cannot be considered as an object to the public. I am attached to my trees, having raised them from the seed, and planted them out, watered and pruned them with my own hands.

I have not the remotest interest in the establishment, never having owned but one slave in my life, and those who know me will inform you that avarice forms no part of my character.

If it should be your opinion that the operation should cease before the end of the year (say at the end of the second quarter, which will be the 18th of the present month), it is desirable that some order should be taken as early as possible. If terminated with the second quarter, there will still be a fraction of the third quarter, say a month, as the order cannot reach Pensacola until about the first of August.

If it should be determined to discontinue the twenty hands before the end of the year, I would recommend the continuance of the present overseer with four or five hands, with a reduced salary; and it will afford me pleasure to continue to act in the same capacity in which I have acted, leaving it entirely to the pleasure of the President as to the compensation, if any, he may think proper to allow.

I am, respectfully, your most obedient servant,

H. M. BRECKENRIDGE.

Hon. JOHN BRANCH, *Secretary of the Navy, U. S.*

No. 14.

NAVY DEPARTMENT, August 30, 1830.

SIR: I have received your letter of the 10th inst., enclosing your account for the quarter ending the 18th ultimo, as superintendent of the live oak plantation near Pensacola, and calling my attention to the overseer's report, which you also forwarded. In reply I have to inform you that your account and vouchers have been referred to the Fourth Auditor for settlement; and in reference to the expenses on account of this concern, it is the desire of the Department to be brought to a close as early as practicable, with the understanding that they positively terminate with the present year.

I am, respectfully, your obedient servant,

JOHN BRANCH.

H. M. BRECKENRIDGE, *Supt., &c., Pensacola, Florida.*

No. 15.

Report of the overseer, of the number and description of live oaks cleared from other growth at Deer Point, for the quarter ending the 18th of April, 1829.

Full grown trees.....	173
Six inches and upwards.....	426
Between two and six.....	11,635
Two inches and under.....	9,968
Total number.....	22,202

Trees under two inches are from eight to twelve feet high, and may be considered as nursery plants to any part required.

The foregoing is a correct return of the number of live oaks on about two hundred acres of land. The hands have also been employed cutting roads for the protection of the work, as well as to secure from fires portions not worked upon. Part of the hands have been employed in erecting temporary sheds, and are now engaged in putting up more comfortable quarters.

The accompanying map will show the particular spots which have been cleared out, and the number of trees at each.

SAMUEL DAVIS, *Overseer.*

APRIL 18, 1829.

No. 16.

Report of the overseer of the live oak plantation at Deer Point, for the quarter ending the 18th of July, 1830.

The hands have been exclusively employed, during the last quarter, in grubbing and pruning; in the latter operation three hands have been constantly employed. The usual progress in clearing and grubbing has not been made, partly owing to the excessive heat of the weather and loss of time by the laborers, but chiefly on account of the greater attention to the entire removal of the roots, which give rise to young sprouts of the water oak, and other growth, which spring up with astonishing rapidity. Where the work is thus effectually accomplished, there will be no further attention required for years, and, unless it is done, a few months will be sufficient to form a complete thicket.

The young live oaks cleared last year are extremely thrifty, and will, beyond a doubt, fulfill every expectation. This is more particularly observable in those cleared during the first part of the last year; and the difference is perceivable throughout the work of that year. The trees which were freed from other growth, in the early part of that year, are now full of young branches from one to four feet long, while those cleared towards the close of that year exhibit the beneficial effects of cultivation in the most obvious manner, compared to those still encumbered with thickets.

The young plants from the acorns are still growing, but their progress is slow, and many have perished, although they have been carefully hoed over and freed from grass. My experience has perfectly satisfied me of the correctness of the opinion you have expressed, that there is no great benefit to be derived from forming nurseries, when such a vast number of young trees exist, already planted, and possessing old roots. What has been called the *scrub* or *shrub* live oak is nothing more than the genuine live oak repeatedly cut down by fires; it is that which occupies the middle of this tongue of land—the thrifty young trees on the margin of the water being indebted, for their superior growth and thrifty appearance, to being less frequently assailed by the destructive element. The central clearing, made in pursuance of the suggestion of Commodore Rogers, clearly proves this fact. Here the character of the tree seems already entirely changed; and where the live oak shrub has been cut to the ground, a healthy, straight shoot has sprung up, from three to six feet in height—a growth equal to that from the acorn in three years. I would, therefore, recommend that much of our spare time this year be devoted to clearing them out; they are, it is true, of the smaller order, that is, from three to ten feet high; but the superiority of this method to that of transplanting is evident. The quantity in the thickets, between the hammocks along the water, is immense; as to the number of a more healthy growth, in detached places, my estimate is ten thousand from fifteen to twenty feet in height, and twenty thousand of a smaller size; these will be cleared out in the course of the third and a part of the fourth quarters. I do not recommend making any plantations in the pine woods, when there is so much to operate upon to more advantage, with vastly greater prospects. While transplanting one tree, one hundred might be cleared out with greater certainty of ultimate success.

The margin of the bay on one side, and of the sound on the other, is as convenient for operating, even at the distance of ten or fifteen miles, as the central pine woods, which commence only two miles above this place, as this is the only hammock which extends across from water to water. Those margins above this hammock, with occasional interruptions, have a young growth, which might be cultivated to the same advantage.

I take the liberty of suggesting some alteration in the manner of opening or clearing from that which has hitherto been pursued. Instead of hewing down the intervening growth, I would first grub up all the shrubbery, then pile or burn it off where sufficient space may be found, so as not to injure the live oak; then girdle the larger trees, pruning the live oak completely, thus permitting the larger growth to decay by degrees. As to the space between the borders, where we have been thus far at work, and which space has been erroneously called a live oak shrub thicket, I have already observed that it is completely set with young live oaks, in fact, with a much greater number than ought to be suffered to remain on the ground: perhaps a *million* of trees might be suffered to remain. Little more would be necessary, for several years to come, than to keep out the fires and girdle the large growth of pine, leaving the live oaks to strive with the other shrubbery of the thicket, until it shall have so far improved in size as to justify the expense of clearing it out in the manner executed along the margin of the water. For this purpose the *protecting* roads will be all important. Others ought to be cut besides those already formed, besides going over the latter so as to make them permanent. By throwing the whole into detached squares, the same effect will be produced as by the vicinity of a sheet of water. The open spaces, I have no doubt, are also favorable to the plant, on account of the free circulation of air. I am also of opinion that the roads ought to be wider; perhaps a space on each side, say of twenty yards, might be cleared and grubbed, leaving the young live oaks. It will be seen, however, that it will not be possible, with the present number of hands, to accomplish the work here suggested during the present year.

Among the various experiments directed by you, I have tried that of transplanting the young trees from the thickets. Of those transplanted but a small number have lived; these are growing, however, and are doing well; but the time and labor consumed in this operation are so great, compared to that of taking care of trees already planted by the hand of Providence, that I cannot recommend its continuance unless to fill such spaces as may be found too thinly set, which very rarely occurs.

Respectfully yours, &c.,

S. DAVIS.

H. M. BRECKENRIDGE, *Superintendent, &c.*

No. 17.

Report of the overseer, of the labor done on the live oak plantation for the quarter ending October 18, 1830.

Since my report of the last quarter the grubbing has been continued, without adding any new clearing, excepting on the borders, which have generally been enlarged and extended, but no enumeration has been made of the additional trees, being of every variety of the second and third classes. In consequence of your recent order, we have confined ourselves entirely to the groves already cleared, and to the protecting roads, so as to place the plantation in a situation to require, in future, as little labor as possible, as it is understood that it is to terminate with the year. The trees are in a most flourishing state; they have continued to grow, notwithstanding the extraordinary drought we have experienced. I hope we shall be able, before the end of the year, to complete the work in the manner we are now doing it. In clearing and pruning the plantation, five hands the next year will do as much as ten this year; and, after that, I think but few of the trees, which will thus have three years' work on them, will require much attention for a long time to come.

I have felt great anxiety to keep out the fires, and have had several of the hands occasionally employed in watching on account of the dreadful fires which have prevailed this season, which have destroyed whole forests. The situation of the plantation was very much exposed, especially from the quantity of brush still undecayed.

SAMUEL DAVIS.

No. 18.

Report of the overseer, of the number and description of live oaks cleared from other growth at Deer Point, for the quarter ending July 18, 1829.

Full grown trees.....	40
Six inches and over	977
Between two and six	15,666
Two inches and under	5,629
Total number.....	<u>22,303</u>

SIR: I herewith transmit a report of my progress, for the quarter ending July 18, 1829, with such other remarks as have been made apparent in the progress of my labor. The nature of the soil being a dry sandy, I have thought best to leave a greater number of trees remaining than will ultimately be necessary to occupy it, with a view of reducing them as they advance in size, until the proper number is left, for the following reasons: for the purpose of selecting from among them the most thrifty and most valuable forms; also, for the protection they will afford to each other from wind and the all-powerful rays of the sun.

For transplanting, I propose the following plan:
To commence early in the spring, before the sap circulates in the tree, without any previous preparation of the soil more than to remove the large growth; then to open the earth, say a space of three feet diameter, to be occupied by the plant; the young tree to have its roots cut at least eighteen inches from the stem; then raise it up with as much earthy matter as possible; thus plant it in the place prepared.
Of acorns I think we shall have an abundant crop, should experiments be required with the acorn.
From experiments made by myself and others, I apprehend no difficulty in the transplanting of live oak more than any other tree of the forest. The difficulty exists more in the nature of the soil than the plant, owing to the dryness of its nature, which ought to be guarded against as much as possible.
I have had eight acres of thicket grubbed between the bay and sound, with a view of ascertaining the probability of cultivating the oak on that part now occupied entirely by shrubbery, (an idea suggested by Commodore J. Rogers) that the fact should be ascertained as soon as possible, either from the present plants already on the ground, or by transplanting a more thrifty young tree. It is already sufficiently occupied with the live oak of from one to three inches in diameter, and from five to ten feet perpendicular height. Those hammocks cleared since your departure are more extensive than was supposed, viz., east of the house and south of the landing in the rear of the Baygall.
I certify that the above number is a correct statement.

SAMUEL DAVIS, *Overseer.*

To H. M. BRECKENRIDGE, Esq., *Superintendent of Live Oak at Deer Point, Florida.*

No. 19.

Report of the overseer, of labor done at the live oak plantation at Deer Point, for a part of the fourth and last quarter, ending January 18, 1830.

The following is a statement of what has been done since the report, including the third and a part of the fourth quarters.
The grubbing of the thicket has been completed; the protecting roads have been regrubbed; an additional road has been made from the big bluff on the sound, to the head of the spring in the rear of the cove; also, one connected with the road leading to the bayou at the Navy cove, for the purpose of affording a ready communication with that place, as there is a large quantity of wood in that quarter, which, if ordered, must be delivered at the cove; the three-rail post fence has been completed, and one of the enclosures, and a part of the other, have been planted with acorns; the other part has been kept for experimental transplanting of the young live oak. The boat, or lighter, that has been used for conveying provisions from Pensacola to this place, is no longer seaworthy, having been much injured in a storm on the 14th of December. Should this business be continued it will be necessary to provide another boat of a larger size for the purpose of crossing the necessary supplies from Pensacola.

S. DAVIS, *Overseer.*

DEER POINT, *January 19, 1830.*

No. 20.

Report of the overseer, of labor done at the live oak plantation, Deer Point, for the quarter ending the 18th of April, 1830.

The following is a statement of what has been done since the report ending the 18th of January last.
The principal part of our time has been employed in pruning, grubbing, and sprouting, of which I think one-third of the whole has been completed; to this may be added the following number of trees cleared from other growth, as follows:

Six inches and over.....	103
From two to six inches.....	294
Two inches and under.....	156
Total.....	553

In compliance with your order, I have ascertained that to deliver wood, corded, on the bay or sound, will cost the government one dollar per cord, and have informed John Tutt of the same.
S. DAVIS, *Overseer.*

No. 21.

PHILADELPHIA, *September 1, 1829.*

Sir: I enclose the accounts and reports of the live oak plantations at Deer Point, for the quarter ending the 18th July.
It will be seen that the expense is considerably less than that of the former quarter, while the operations exhibit a more favorable result. About an equal number of trees have been cleared and pruned, but of a superior size. Eight acres of live oak thicket have been cleared and grubbed, in order to ascertain the progress of the young live oak from eight to ten feet high, a sufficient quantity being left to occupy the ground.
There are now upwards of forty thousand trees pruned and cleared, ten thousand more than I

expected to clear during the year. I think I may safely calculate on at least sixty thousand at the close of the year, which will probably complete the whole border of thrifty young trees along the margin of the water. The thickets occupying the middle ground will still remain, and I have always been confident that, if attended to, they will in time equal those on the borders. For the present, the mere precaution of keeping out the fires will be sufficient.

The necessary buildings, consisting of three double cabins, with enclosures, have been completed, and about six miles of avenue handsomely opened.

Captain Davis has accompanied his report with some remarks which perfectly accord with my opinion. I take the liberty of again recommending him as a most industrious and ingenious man, and one admirably qualified to take charge of and conduct the operative branch of this undertaking. He has four good laborers of his own employed, and therefore feels an interest in its success. If the government by its agents (and this I sincerely hope) shall think proper to extend these operations to the fine hammocks in East Florida, and in the islands of Georgia, which were purchased by the government about thirty years ago on account of this invaluable timber, I would strongly recommend the plantation of Deer Point as a model, and would feel much gratified if Mr. Davis could be continued in the capacity of overseer at that place. Having made himself perfectly acquainted with the business, and entering into it with zeal, there is no one more likely to be useful in that way.

I am, with great respect, your most obedient servant,

J. M. BRECKENRIDGE.

Hon. JOHN BRANCH, *Secretary of the Navy of the United States.*

B.

Extract from the report of the Secretary of the Navy to the President of the United States, December 1, 1827.

Under the second section of the act for the gradual improvement of the navy, passed at the last session, contracts have been made for the frames of five ships of the line, five frigates, and five sloops-of-war.

Under the authority vested in the Executive, reservations of land have been made in Louisiana and Alabama, and of a tract adjoining the Navy yard at Pensacola. Orders have been given to the commandant of the yard to plant live oak on the latter. An examination of the coasts of South Carolina, Georgia, and Florida, as far south as Mosquito inlet, has been made, with a view to the purchase and reservation of land having timber upon it.

C.

JANUARY 29, 1828.

Sir: I have considered your propositions in relation to the purchase of a tract of 800 arpents of land on the Sound of Santa Rosa, supposed to be valuable to the United States for the live oak now upon it, and for the purpose of giving to the United States the exclusive possession and management of the peninsula between the Sound of Santa Rosa and Pensacola Bay, for the purpose of forming a continuous plantation of live oak for the future supply of the navy. This tract extends from the sound to the bay, and the officers of the United States cannot pass or repass to or from the reservation you propose of the public lands without going through it. There is also a large spring upon it, which supplied the navy when in possession of Spain and England. On either side the land can be approached by water, and its contiguity to the navy yard renders it of inappreciable value to the United States. I am willing to take for the eight hundred arpents the sum of eighteen hundred dollars; and if you want the live oak upon it, I will take eight hundred dollars for it, which sum shall be in part pay for the land, if you think proper to purchase during the session of Congress. I have also proposed to purchase the remaining four hundred arpents adjoining Judge Breckenridge, which you shall have on the same terms. I have authorized my agent in Florida to exchange eight lots I have in Tallahassee for it. I expect an answer in a few weeks.

I am, with great respect, sir, your most obedient servant,

JOSEPH M. WHITE.

Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

D.

An article of agreement between Joseph M. White, of Florida, and Samuel L. Southard, Secretary of the Navy, acting for the United States.

It is agreed between the parties aforesaid, that Joseph M. White shall use his exertions to procure and make a title to the United States, without further expense than is specified below, to twelve hundred arpents of land on the Sound of Santa Rosa, mentioned in his letter of to-day, and he shall receive for the same the sum of twenty-seven hundred dollars in full, eight hundred of which shall be paid at this time; and if anything should prevent his procuring the four hundred adjoining Judge Breckenridge, this agreement shall extend to the 800 now owned by him, at the same rate, to wit, for the sum of \$1,800; and if any cause should obstruct the execution of the contract, the \$800 now advanced shall be a full payment for the live oak now upon the land owned by him, and which is to be considered as purchased from this date.

SAMUEL L. SOUTHARD.
JOSEPH M. WHITE.

WASHINGTON, January 29, 1828.

E.

Copy of a deed from Joseph M. White to Samuel L. Southard.

DISTRICT OF COLUMBIA:

This indenture, made the 10th day of March, in the year of our Lord one thousand eight hundred and twenty-eight, by and between Joseph M. White, delegate in Congress from Florida, of the one part, and Samuel L. Southard, Secretary of the Navy of the United States, acting for and in behalf of the United States, of the other part, witnesseth: That the said Joseph M. White, for and in consideration of the sum of one thousand five hundred dollars, to him in hand well and truly paid by the said Samuel L. Southard, the receipt whereof is hereby acknowledged, hath bargained, sold, aliened, conveyed, and confirmed, and by these presents doth bargain, sell, alien, convey, and confirm unto the said Samuel L. Southard, for the use and benefit of the United States, all that tract of land, containing twelve hundred arpents, situate on Santa Rosa Sound, about four miles below Deer Point, fronting said sound, in the county of Escambia, and Territory of Florida; which said tract of land was granted by the Spanish government to Samora and Jayne Barcelo, and confirmed by the land commissioners of the United States, for West Florida aforesaid, to Henry M. Breckenridge and Richard K. Call, which confirmation was approved by an act of Congress; and which tract was conveyed by the said Breckenridge and Call to the said Joseph M. White, and is more particularly described in the plats of survey recorded in the books of the said commissioners, and now deposited in the office of the keeper of the public archives of Pens. cola, together with all and singular the issues, rights, members, and appurtenances, to the said tract of land belonging, or in anywise appertaining: to have and to hold the said tract of land, together with the appurtenances thereof, unto them, the said United States, forever. In witness whereof, the said Joseph M. White hath hereunto set his hand and seal, at the city of Washington, and district aforesaid.

JOSEPH M. WHITE. [L. s.]

Signed, sealed, and acknowledged in our presence: J. N. MOULDER.
R. S. BRISCOE.

We, the undersigned, justices of the peace in and for the county of Washington, do hereby certify that Joseph M. White, a party to the foregoing indenture, did in our presence acknowledge his signature and seal to the same, for the purposes therein mentioned.

J. N. MOULDER, J. P.
R. S. BRISCOE, J. P.

F.

H. M. Breckenridge to Joseph M. White.

This indenture, made this fourteenth day of March, in the year of our Lord eighteen hundred and twenty-five, between Henry M. Breckenridge, of the county of Escambia, and Territory of Florida, of the one part, and Joseph M. White, of the same county and Territory, of the other part, witnesseth: That, for and in consideration of the sum of four hundred and seventy-two dollars, lawful money of the United States, in hand paid by the said Joseph M. White, the receipt whereof is hereby acknowledged, the said Henry M. Breckenridge hath given, granted, bargained, and sold, and by these presents doth give, grant, bargain, and sell unto the said Joseph M. White, four hundred arpents of land of a tract of eight hundred arpents undivided; the half of which has been sold to John R. Fenwick, of the United States army; situate, lying, and being in the county and Territory aforesaid, on Santa Rosa Sound, adjoining the tract now owned by the said Breckenridge and Call, commonly called the Simond tract; which said tract of land was conveyed by Juan Garreta, the executor of Simond, to Henry M. Breckenridge, and confirmed in his name: to have and to hold the said tract of four hundred arpents of the said undivided tract unto him, the said Joseph M. White, his heirs and assigns forever. And the said Henry M. Breckenridge, for himself, his heirs, executors, and administrators, will warrant and defend the title to the said land against himself, and all claiming by, through, or under him.

Given under my hand and seal the day above written.

H. M. BRECKENRIDGE. [SEAL.]

Signed and acknowledged in the presence of W. HASELL HUNT.

TERRITORY OF FLORIDA, *Escambia County*:

Before me, John Miller, clerk of the county court for the county aforesaid, personally appeared H. M. Breckenridge, and acknowledged the foregoing instrument of writing to be his act and deed for the purposes therein mentioned.

Acknowledged before me this eighteenth day of March, A. D. 1825.

JOHN MILLER, Clerk,
By W. HASELL HUNT, D. C.

TERRITORY OF FLORIDA, *Escambia County*:

I, Micajah Crupper, clerk of the county court for the county aforesaid, do hereby certify that the foregoing deed is a true and perfect copy taken from the record now in my office.

In witness whereof, I have hereunto set my hand and affixed the seal of said court, this the eighth day of September, A. D. 1828.

M. CRUPPER, Clerk, [SEAL.]
By J. G. DRAKE, D. C.

G.

DISTRICT OF COLUMBIA, *Washington City*:

This indenture, made by and between Henry M. Breckenridge, of the Territory of Florida, of the one part, and Joseph M. White, of the said Territory, of the other part, witnesseth: That for and in consideration of five hundred dollars, lawful money, to the said Henry M. Breckenridge in hand paid by the said Joseph M. White, the receipt whereof is hereby acknowledged, hath granted, bargained, and sold, and doth hereby grant, bargain, and sell, unto the said Joseph M. White, all that tract and parcel of land situate in West Florida, in the county of Escambia, about four miles from Deer Point, lying between the Sound of Santa Rosa and Pensacola Bay, and containing four hundred arpents (the same being the undivided half of a tract of eight hundred arpents, which was granted by the Spanish government to one Samora, and conveyed by his representatives to the said Henry M. Breckenridge, and afterwards confirmed to the said Henry M. Breckenridge by the commissioners of the United States appointed to ascertain claims and titles to lands in West Florida aforesaid, and which confirmation was approved and confirmed by an act of Congress, and of which one undivided half was conveyed to the said Joseph M. White by deed: to have and to hold the said described tract or parcel of land, with all and singular the appurtenances, to the said Joseph M. White, his heirs and assigns for ever.)

In testimony whereof, I have hereunto set my hand and seal, this twenty-eighth day of January, in the year of our Lord one thousand eight hundred and twenty-eight.

H. M. BRECKENRIDGE. [SEAL.]

Signed and sealed in the presence of F. LOWNDES.
ALEXANDER McDONALD.

DISTRICT OF COLUMBIA, *County of Washington*:

Before me, Richard S. Briscoe, a justice of the peace in and for the said county, personally appeared H. M. Breckenridge, whose signature is affixed to the foregoing instrument of writing, and acknowledged the same to be his act and deed for the purpose therein contained. In witness whereof, I have hereto set my hand and seal, this 29th day of January, one thousand eight hundred and twenty-eight.

R. S. BRISCOE, *J. P.* [SEAL.]

DISTRICT OF COLUMBIA, *County of Washington*:

Be it remembered that, on this 29th day of January, 1829, personally appeared before me, one of the justices of the peace for the county aforesaid, H. M. Breckenridge, and acknowledged the within instrument of writing to be his act and deed.

C. H. W. WHARTON, *J. P.* [SEAL.]

To all to whom these presents shall come, greeting:

I certify that Richard S. Briscoe and C. H. W. Wharton, whose names are subscribed to the annexed instrument of writing, are, and were at the time of signing the same, justices of the peace for Washington county, in the District of Columbia, duly appointed and commissioned, and that full faith is due to all their acts as such.

In testimony whereof, I, ———, Secretary of State of the United States, have hereunto subscribed my name, and caused the seal of the Department of State to be affixed.

Done at the city of Washington this twenty-ninth day of January, A. D. 1828, and of the independence of the United States of America the fifty-second.

H. CLAY. [SEAL.]

DISTRICT OF COLUMBIA, *County of Washington*:

Be it remembered that, on this 29th day of January, 1829, personally appeared before me, one of the justices of the peace for the county aforesaid, H. M. Breckenridge, and acknowledged the within instrument of writing to be his act and deed.

C. H. W. WHARTON, *J. P.* [SEAL.]

TERRITORY OF FLORIDA, *County of Escambia*:

I, Micajah Crupper, clerk of the county court for the county aforesaid, do hereby certify that the foregoing deed is recorded in my office, and that there is no other deed of the land therein conveyed, made by H. M. Breckenridge, of record; and that mine is the only legally authorized recording office for such conveyances within said county.

In witness whereof, I have hereunto set my hand, and affixed the seal of said court, this the eighth day of September, A. D. 1828.

M. CRUPPER, *Clerk*,
By J. G. DRAKE, *Deputy Clerk*.

H.

R. K. Call and wife to Joseph M. White.

This indenture, made this sixth day of May, in the year of our Lord one thousand eight hundred and twenty-eight, between Richard K. Call, and Mary L. Call his wife, of the county Leon, and Territory of Florida, of the one part, and Joseph M. White, of the Territory aforesaid, of the other part, witnesseth: That the said party of the first part, for and in consideration of the sum of five hundred dollars, lawful money of the United States, to them in hand paid, the receipt whereof is hereby acknowledged, hath granted, bargained, and sold, and by these presents doth grant, bargain, and sell, unto the said party of the second part, his heirs and assigns, a certain tract or parcel of land, containing four hundred arpents,

be the same more or less, lying and being in the county of Escambia, and Territory of Florida, and bounded on the north by the Bay of Pensacola, on the east by the lands of Henry M. Breckenridge, on the south by the Sound of Sta. Rosa, and on the west by the land of Henry M. Breckenridge, to have and to hold the said tract or parcel of land, with the appurtenances thereto belonging, to him the said party of the second part, his heirs and assigns, for ever. And the said party of the first part, for themselves, their heirs, their executors, and administrators, doth hereby covenant and agree, to and with the said party of the second part, his heirs and assigns, that they the said party of the first part, and their heirs, the said tract or parcel of land, with their appurtenances, unto him the said party of the second part, his heirs and assigns, shall and will by these presents for ever warrant and defend.

In witness whereof, the said party of the *second* part hath hereunto set their hands, and affixed their seals, the day and year above written.

R. K. CALL. [L. s.]

M. L. CALL. [L. s.]

Signed, sealed, and delivered in the presence of CHRISTOPHER E. GADSDEN.

JOHN Y. GAREY, *J. P.*

I, Mary L. Call, wife of R. K. Call, freely relinquish all my right of dower in the above-described tract of land, containing four hundred arpents, without fear, and of my own choice and free will.

M. L. CALL. [L. s.]

TERRITORY OF FLORIDA, *County of Leon*:

Personally appeared before me Mrs. Mary L. Call, wife of R. K. Call, who, being examined separate and apart from her said husband, declared that she freely relinquished her dower in the property intended to be conveyed by the within instrument or deed, and that without fear or compulsion, this 6th May, A. D. 1828.

JOHN Y. GAREY, *J. P.*

LEON COUNTY COURT, *Clerk's Office, ss*:

Be it remembered that, on this 10th day of May, A. D. 1828, the foregoing instrument was brought to this county office for record; and on its being proved before me, Samuel Reed, deputy clerk for Cary Nicholas, clerk of the county court of the county of Leon, Florida, by the oath of John Y. Garey, one of the subscribing witnesses, it is hereby recorded. Witness my official signature, the date above given.

SAMUEL REED, *Deputy Clerk*,

For C. NICHOLAS, *Clerk*.

TERRITORY OF FLORIDA, *County of Escambia*:

I, M. Crupper, clerk of the county court for the county aforesaid, do hereby certify that the within deed is recorded in my office, and that there is no other deed of the land therein conveyed, made by the said Call and wife, of record; and that mine is the only legally authorized recording office for such conveyances in said county. In witness whereof, I have hereunto set my hand, and affixed the seal of said court, this the eighth day of September, A. D. 1828.

M. CRUPPER, *Clerk*,

By J. G. DRAKE, *Deputy Clerk*.

I.

Statement of Joseph M. White's accounts with the United States.

To whom and when paid the sum of ten thousand two hundred and sixty-one dollars and eleven cents, for the purchase of 3,650 arpents of land in West Florida.

1828.

January	29.	Paid Joseph M. White.....	\$800 00
March	22.	Paid Joseph M. White.....	1,900 00
May	27.	Paid Joseph M. White.....	2,361 11
March	21.	Paid Joseph M. White, attorney for Henry M. Breckenridge.....	\$5,061 11
March	21.	Paid Joseph M. White, attorney for Francisco and Fernando Moreno.....	2,200 00
			3,000 00
			\$10,261 11

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 20, 1830.*

AMOS KENDALL.

I, 2.

The United States,

To Joseph M. White, *Dr.*

For the live oak on the tract of 400 arpents of land, east of, and immediately adjoining, the tract of H. M. Breckenridge, being the parcel purchased by the said White since his contract with the Secretary of the Navy of the 29th of January last, and mentioned therein..... \$400 00

N. B.—The original of this paper is in Mr. White's own handwriting.

I, 3.

The United States,

	To Joseph M. White, Department, by me, for.....	Dr.
For 1,200 arpents of land in West Florida, sold to the United States for the use of the Navy		\$2,700 00
For 1,250 arpents sold by me as above, for.....		2,361 11
For 400 arpents sold by me, as attorney for Henry M. Breckenridge, for.....		2,200 00
For 800 arpents sold by me, as attorney for Francisco and Fernando Moreno, for.....		3,000 00
Three thousand six hundred and fifty arpents.....		\$10,261 11

The above specified tracts of land were purchased by the Secretary of the Navy, at the prices mentioned, under authority of the third section of the act making appropriations for the support of the navy for the year 1828. A part of the amount was agreed to be paid for the timber on the land before the purchase was made. The whole is according to the agreement of the Department, and the account is correct.

DECEMBER 4, 1828.

S. L. S.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 20, 1830.*

I certify that the within is a correct copy of the original voucher on file in this office.

AMOS KENDALL.

J.

Articles of agreement between Samuel L. Southard and Joseph M. White.

This article of agreement between Samuel L. Southard, Secretary of the Navy, for and in behalf of the United States, of the one part, and Joseph M. White, of Florida, of the other part, witnesseth: That the said Samuel L. Southard, being desirous to procure two tracts of land near the coast of the Gulf of Mexico, and between that and Bayou Grande or Big Bayou, for the purpose of completing a reservation with a view of making a permanent plantation of live oak for the future supply of the navy, and considering the extinguishment of these claims, supposed to contain eighteen hundred arpents, to be of great benefit to the United States, doth covenant and agree, to and with the said Joseph M. White, that, if he will procure and make, or cause to be procured and made, within four months, titles to the said tracts of land, the said Samuel L. Southard will pay to him the sum of three thousand four hundred dollars; and, if the whole is not procured, at the same rate for such part which may be obtained and conveyed as is above stipulated; and the said White covenants to use diligence in endeavoring to obtain it. Given under our hands and seals, this 22d of March, 1828.

SAMUEL L. SOUTHARD. [L. S.]
JOSEPH M. WHITE. [L. S.]

K.

Copy of a deed from Joseph M. White to the Secretary of the Navy.

This indenture, made this 27th day of May, in the year of our Lord eighteen hundred and twenty-eight, between Joseph M. White, of the one part, and Samuel L. Southard, Secretary of the Navy of the United States, of the other part, witnesseth: That the said Joseph M. White, for and in consideration of two thousand three hundred and sixty-one dollars and eleven cents, the receipt whereof is hereby acknowledged, hath bargained, sold, aliened, and conveyed, and by these presents doth bargain, sell, alien, and convey, unto the said Samuel L. Southard, for the use of the United States, twelve hundred and fifty arpents of land, situate in West Florida, between Bayou Grande, or Big Bayou, and the Gulf of Mexico, being a part of the same which the said Samuel L. Southard stipulated to take in a contract entered into on the 22d March, 1828, which said twelve hundred and fifty arpents is the remaining part of a tract confirmed by the United States commissioners to Joaquin Barela, being eight hundred and fifty arpents of a tract of one thousand, one hundred and fifty having been sold, and four hundred arpents of the tract of eight hundred confirmed to Barrios by the commissioners aforesaid, together with all and singular the appurtenances to the said tracts; to have and to hold unto the United States forever. In witness whereof, the said Joseph M. White hath hereunto set his hand and seal, at the city of Washington, the date above written.

JOSEPH M. WHITE. [L. S.]

Signed, sealed, and acknowledged, in presence of R. S. BRISCOE.
ENOCH REYNOLDS.

We, the undersigned, justices of the peace in and for the county of Washington, District of Columbia, do hereby certify that Joseph M. White, a party to the foregoing instrument, did, in our presence, acknowledge his signature and seal to be the same, for the purposes therein mentioned, this 27th of May, 1828.

R. S. BRISCOE, *Justice of the Peace.*

Acknowledged this 25th August, 1828, before me.

ENOCH REYNOLDS.

L.

Henry Michelet to Joseph M. White.

Know all men by these presents, that I, Henry Michelet, of the city of Pensacola, in the county of Escambia, and Territory of Florida, for and in consideration of the just and full sum of eight hundred dollars, of good and lawful money of the United States, to me in hand paid by Joseph M. White, of the same city, county, and Territory, the receipt whereof is hereby confessed and acknowledged, have granted, bargained, and sold, remised, released, aliened, and confirmed, and by these presents do grant, bargain, and sell, remise, release, alien, and confirm, unto the said Joseph M. White, his heirs, executors, administrators, or assigns, forever, all that tract of land, situate, lying, and being in the vicinity of St. Carlos de Barrancas, about fifteen hundred yards from the fort, at a place known as Los Troncones, (Stumpy shore) fronting on the Grand lagoon, and containing about six hundred and eighty-three acres, more or less, (say eight hundred arpents, more or less,) bounded on the east by lands belonging to David Williams; together with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues, and profits thereof; and, also, all the estate, right, title, interest, claim, or demand whatsoever, of me, the said Henry Michelet, my heirs, executors, or administrators, either in law or equity, of, in, and to the said bargained premises, with the said hereditaments and appurtenances: to have and to hold the said premises hereinbefore particularly mentioned and described, to the only proper use, benefit, and behoof of him, the said Joseph M. White, his heirs, executors, administrators, or assigns, forever. And I, the said Henry Michelet, for myself, my heirs, executors, or administrators, do hereby covenant and agree, to and with the said Joseph M. White, his heirs, executors, administrators, or assigns, that I have full right to sell and convey the said bargained premises, free from, and clear of, all incumbrance; and the said Joseph M. White, his heirs, executors, administrators, or assigns, in the quiet and peaceable possession of the said premises, against all, each, and every person or persons, claiming or to claim the same, to forever warrant and defend.

In witness whereof, I, the said Henry Michelet, hereunto set my hand, and affix my seal, at Pensacola aforesaid, this the third day of May, in the year of our Lord one thousand eight hundred and twenty-eight.

HENRY MICHELET. [L. s.]

In the presence of H. PARMENTIER.

W. HASELL HUNT.

TERRITORY OF FLORIDA, *County of Escambia:*

Before me, M. Crupper, clerk of the county court for the county aforesaid, personally appeared Henry Michelet, and acknowledged the foregoing instrument of writing to be his act and deed for the purposes therein mentioned.

Acknowledged before me, this 23d day of May, A. D. 1828.

M. CRUPPER, *Clerk.*

L, 2.

Joaquim Barela to Henry Michelet.

Know all men by these presents, that I, Joaquim Barela, of the city of Pensacola, in the county of Escambia, and Territory of Florida, for and in consideration of the just and full sum of eight hundred dollars, of good and lawful money of the United States, to me in hand paid by Henry Michelet, of the same city, county, and Territory, the receipt whereof is hereby confessed and acknowledged, have granted, bargained, and sold, remised, released, aliened, and confirmed, and by these presents do grant, bargain, and sell, remise, release, alien, and confirm unto the said Henry Michelet, his heirs, executors, administrators, or assigns, forever, all that tract of land, situate, lying and being in the vicinity of Saint Carlos de Barrancas, about fifteen hundred yards from the fort, at a place known as Los Troncones, (Stumpy shore,) fronting on the Grand lagoon, and containing about six hundred and eighty-three acres, more or less, (say eight hundred arpents, more or less,) bounded on the east by lands belonging to D. Williams; together with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues, and profits thereof; and, also, all the estate, right, title, interest, claim, or demand, whatsoever, of me, the said Joaquim Barela, my heirs, executors, or administrators, either in law or equity, of, in, and to the said bargained premises, with the said hereditaments and appurtenances, to have and to hold the said premises, hereinbefore particularly mentioned and described, to the only proper use, benefit, and behoof of him, the said Henry Michelet, his heirs, executors, administrators, or assigns, forever. And I, the said Joaquim Barela, for myself, my heirs, executors, or administrators, do hereby covenant and agree, to and with the said Henry Michelet, his heirs, executors, administrators, or assigns, that I have full right to sell and convey the said bargained premises, free from, and clear of, all incumbrance; and the said Henry Michelet, his heirs, executors, administrators, or assigns, in the quiet and peaceable possession of the said premises, against all, each, and every person or persons, claiming or to claim the same, to forever warrant and defend.

In witness whereof, I, the said Joaquim Barela, hereunto set my hand, and affix my seal, at Pensacola aforesaid, this the second day of May, in the year of our Lord one thousand eight hundred and twenty-eight.

JOAQUIM BARELA. [L. s.]

In the presence of HOR. S. HIGLEY.

JOHN A. DEBLOIS.

TERRITORY OF FLORIDA, *County of Escambia:*

Before me, M. Crupper, clerk of the county court for the county aforesaid, personally appeared Joaquim Barela, and acknowledged the foregoing instrument of writing to be his act and deed* for the purposes therein mentioned.

Acknowledged before me, this the 2d day of May, A. D. 1828.

M. CRUPPER, *Clerk.*

M.

Sebastian Caro to Joseph M. White.

Know all men by these presents, that I, Sebastian Caro, of the city of Pensacola, in the county of Escambia, and Territory of Florida, for and in consideration of the just and full sum of three hundred dollars of good and lawful money of the United States, to me in hand paid by Joseph M. White, of the same city, county, and Territory, the receipt whereof is hereby confessed and acknowledged, have granted, bargained, and sold, remised, released, aliened, and confirmed, and by these presents do grant, bargain, and sell, remise, release, alien, and confirm, unto the said Joseph M. White, his heirs, executors, administrators, or assigns, forever, all that tract of land containing four hundred arpents, being the eastern half of a tract of eight hundred arpents, which tract of eight hundred arpents is situated and bounded on the south side of a creek known by the name of Bayou Grande, about seven miles west-southwest from Pensacola aforesaid, and bounded on the east and south by vacant land, and on the north by land of John Raymundi and the said bayou, which said tract of land was granted to Francisco Barrios by the Spanish government, and conveyed to Ambrose A. Caro by marshal's deed, dated the 17th February, 1824, and by the said Ambrose A. Caro conveyed to the said Sebastian Caro, by deed, dated the 10th day of June, in the year 1825; together with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues, and profits thereof, and also all the estate, right, title, interest, claim, or demand, whatsoever, of me, the said Sebastian Caro, my heirs, executors, or administrators, either in law or equity, of, in, and to the said bargained premises, with the said hereditaments and appurtenances; to have and to hold the said premises, hereinbefore particularly mentioned and described, to the only proper use, benefit, and behoof of him, the said Joseph M. White, his heirs, executors, administrators, or assigns, forever; and I, the said Sebastian Caro, for myself, my heirs, executors, or administrators, do hereby covenant and agree, to and with the said Joseph M. White, his heirs, executors, administrators, or assigns, that I have full right to sell and convey the said bargained premises, free from and clear of all incumbrance; and the said Joseph M. White, his heirs, executors, administrators, or assigns, in the quiet and peaceable possession of the said premises, against all, each, and every person or persons, claiming or to claim the same, to forever warrant and defend.

In witness whereof, I, the said Sebastian Caro, hereunto set my hand, and affix my seal, at Pensacola aforesaid, this the fifteenth day of May, in the year of our Lord one thousand eight hundred and twenty-eight.

SEBASTIAN CARO. [L. s.]

In the presence of H. T. PARMENTIER.
W. HASELL HUNT.

N.

Articles of agreement between Henry M. Breckenridge, of Florida, and Samuel L. Southard, Secretary of the Navy of the United States, on behalf of the United States.

It is agreed that the said Henry M. Breckenridge shall make a deed of conveyance to the said Samuel L. Southard, on behalf of the United States, of a tract of land containing four hundred arpents, with all the improvements thereon, on Deer Point, near the Navy yard at Pensacola, being the west half of a Spanish grant to one Barela, confirmed by the commissioners of the United States; and in consideration of such conveyance, the said Henry M. Breckenridge is to receive the sum of twenty-two hundred dollars, four hundred of which to be now paid, and in virtue of which payment the Navy Department of the United States is at liberty to immediately remove the live oak timber growing on it.

In testimony whereof, the parties have hereto set their hands and seals, the twenty-ninth day of January, in the year of our Lord one thousand eight hundred and twenty-eight, at the city of Washington.

H. M. BRECKENRIDGE. [L. s.]
SAMUEL L. SOUTHARD. [L. s.]

O.*

WASHINGTON, { January 29, } 1828.
 { February 1, }

I propose selling to the United States four hundred arpents of land, situate in the Bay of Pensacola, on what is called Deer Point, near the Navy yard at Pensacola, upon which there is a quantity of valu-

* The Secretary of the Navy refers to this for a fact which appears in P.

able live oak trees, with buildings and improvements. This tract is the west half of a Spanish grant, confirmed by the commissioners of West Florida in my name, and that of General Call.

I offer it for the sum of two thousand two hundred dollars, and if the Secretary has no power to purchase, I offer the live oak for four hundred dollars; and if Congress make an appropriation to purchase, the four hundred dollars shall be considered a part of the sum, and the remainder, when paid, shall be considered in full.

H. M. BRECKENRIDGE.

To the Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

P.

WASHINGTON, January 28, 1828.

SIR: I hope, in making a different proposition from that we had agreed upon, under the mistaken impression that the act of Congress gave power to purchase, I will not be considered as dealing uncan- didly; and if, under the circumstances, you should deem it inadmissible, I will respectfully, if not cheerfully submit.

But I think on due reflection you will be satisfied that, without any impropriety on my part or on yours—since it appears that a special act of Congress will be requisite, which is but a bird in the bush, while the other was a bird in the hand—I may be permitted to obtain a more just equivalent than that which I inconsiderately and hastily promised to take. I well know that it would be an object to the United States, considering the purposes for which the land is wanted, to give the actual cost or value of my improvements, but they would not expect to obtain private property, for any purpose, greatly below its value. These improvements cost me upwards of three thousand dollars, and before the mail route was changed, and the road ceased to be traveled, I valued the property at five thousand dollars.

The proposition to purchase anything more than the land, permitting me to retain my improvements, orangery, &c., was unexpectedly made me in the office. I had not reflected on it a moment, and named a price far below its value. Commodore Warrington, who has a personal knowledge of the situation, and knows the nature of my improvements from report, told me that he would not have hesitated to recommend the purchase at twenty-five hundred dollars. It is certainly not common for people to ask too little for their property, but those who know me, I think, will do me the honor to say that, if such a blockhead can be found, it is more likely to be myself than any other. However, should the Secretary think it inadmissible to be permitted to change my proposals, I will consider it my duty to acquiesce.

With sentiments of great respect, I am your obedient servant,

H. M. BRECKENRIDGE.

The Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy, United States.*

NOTE.—It appears the offer had been different. The reference to O should have been to this paper.

Q.

Copy of power of attorney, from H. M. Breckenridge to Jos. M. White.

Know all men by these presents, that I, Henry M. Breckenridge, of West Florida, have constituted and appointed, and by these presents do constitute and appoint Joseph M. White, also of West Florida, and now in the city of Washington, my true and lawful attorney, for me, and in my name, to sell and dispose of, for such sum or sums of money as he may deem sufficient and satisfactory, the west half of a tract of eight hundred arpens of land, situate on the Sound of Santa Rosa, in the Bay of Pensacola, containing four hundred arpents, more or less, being the same tract of land purchased jointly by me with R. K. Call, from the representatives of one Jayme Barcelo, to whom the said land was granted by the Spanish government, and confirmed by the United States. And I do hereby further authorize and empower my said attorney to make and execute such deeds of conveyance as may be deemed necessary, to convey the legal title to such purchaser or purchasers as may be found for the said tract or parcel of land; and also to give full acquittances for the purchase money which may be received for the same, hereby ratifying and confirming all and singular the acts and things which the said attorney, Joseph M. White, may lawfully do in the premises.

In testimony whereof, I have hereunto set my hand and seal, this twenty-eighth day of January, one thousand eight hundred and twenty-eight.

H. M. BRECKENRIDGE. [SEAL.]

Signed, sealed and delivered in presence of F. LOWNDES.

ALEX. McDONALD.

DISTRICT OF COLUMBIA, *Washington County:*

Before me, Richard S. Briscoe, a justice of the peace in and for said county, personally came the above-signed H. M. Breckenridge, who acknowledged the foregoing instrument of writing to be his act and deed, for the purposes therein expressed.

In witness whereof, I have hereunto set my hand and seal, this twenty-ninth day of January, one thousand eight hundred and twenty-eight.

R. S. BRISCOE, J. P. [SEAL.]

DISTRICT OF COLUMBIA, *County of Washington:*

Be it remembered, that on this 29th January, 1828, personally appeared before me, the subscriber, one of the justices of the peace for the county aforesaid, H. M. Breckenridge, and acknowledged the foregoing instrument of writing to be his act and deed.

C. H. W. WHARTON, *J. P.* [SEAL.]

To all to whom these presents shall come, greeting:

I certify that R. S. Briscoe and C. H. W. Wharton, whose names are subscribed to the annexed instrument of writing, are and were at the time of signing the same, justices of the peace for Washington county, in the District of Columbia, duly appointed and commissioned, and that full faith is due to all their acts as such.

In testimony whereof, I Henry Clay, Secretary of State of the United States, have hereunto subscribed my name, and caused the seal of the Department of State to be affixed.

Done at the city of Washington, this twenty-ninth day of January, A. D. eighteen hundred and twenty-eight, and of the independence of the United States of America this fifty-second.

H. CLAY. [L. s.]

TERRITORY OF FLORIDA, *County of Escambia:*

I, M. Crupper, clerk of the county court for the county aforesaid, do hereby certify that the foregoing power of attorney from H. M. Breckenridge to Joseph M. White is duly recorded in my office, which is the proper and legal office of record for said county.

In witness whereof, I have hereunto set my hand, and affixed the seal of the said court, this the eighth day of September, A. D. eighteen hundred and twenty-eight.

M. CRUPPER, *Clerk.* [L. s.]
By J. G. DRAKE, *Dep. Clerk.*

R.

Extracts of a communication made to the Secretary of the Navy by Thomas F. Carroll, late United States agent of the Navy Department in West Florida, dated July 16, 1829.

Congress deemed it proper to enact a law that, from the annual appropriation (for the gradual improvement of the navy,) of \$500,000 for six years, \$10,000 of that sum should be reserved for the purchase of suitable lands for the rearing of live oak. This act (except for the peculiar manner in which it was passed, and the probable want of knowledge that many of the members of Congress had of the quantity of land our government owned in that Territory, I believe would never have passed) was no doubt passed for the most laudable purposes. But, sir, the idea of government buying lands in Florida to establish a live oak nursery sounds very singular to us in that Territory, particularly when she owns so many thousands of acres of much better land than the lands purchased with the appropriation, and which cannot command the minimum governmental price of \$1.25 per acre. The gradual increase of the navy has indeed for a long time been the favorite theme of Congress, and the expenditure of \$10,000 was viewed as but a small sum out of the \$500,000 appropriated annually for six years; but in hastily giving their sanction to this expenditure, they did not probably take into consideration the enormous expense it would require to raise up a nursery of live oak from the acorn or young tree, *admitting every favorable circumstance.* Nor did Congress dream, when sanctioning this item of expenditure, that it was to be expended in such a manner as it was by your predecessor. The important query then arises, how was this money expended? To tell any one of common sense that has ever visited Pensacola what lands were selected, I could not be believed; but, sir, we have only to refer to the last report of the Secretary of the Navy, to be told that two adjacent tracts on the peninsula between Sta. Rosa Sound and Pensacola Bay were selected. Sir, when this information was first communicated in Florida, it was received with astonishment, and could not be believed; and the doubts of many were not removed until seeing extensive operations commenced, negroes hired at enormous wages, and the grand scheme of supplying our navy with a future supply of live oak put into active and extensive operation. Sir, I say this purchase was doubted, for how else could it be by any one possessing the least knowledge of Florida, that \$9,000 of the public treasure should be expended in the purchase of three of the most worthless and miserable tracts in the whole Territory, all of which, I venture to say, could not at this moment command 9,000 cents, except for the buildings erected by Judge Breckenridge, one of the former proprietors, and some other little improvements, of no use to the government, put on one of the tracts by him previously to the sale of it to the government.

S.

Copy of a deed from Joseph M. White, as attorney in fact for F. and F. Moreno, to Samuel L. Southard.

Know all men by these presents, that I, Joseph M. White, of Florida, attorney in fact of Francisco and Fernando Moreno, duly constituted, for and in consideration of the sum of three thousand dollars, in hand paid by Samuel L. Southard, Secretary of the Navy, acting for the United States, have bargained, sold, transferred, aliened, and assigned, and by these presents do bargain, sell, alien, and assign, all that tract or parcel of land, containing 800 arpents, near the Navy yard, on Pensacola Bay, granted to the said Francisco and Fernando Moreno by the Spanish government in April, 1810, and confirmed by the

United States commissioners, in their report* and abstract A, document 111, page 65, No. 29, Executive Papers, 1824-5; to have and to hold the said tract unto him the said Samuel L. Southard, Secretary of the Navy, and to his successors in office, for the use and benefit of the United States of America, for ever, with all and singular the appurtenances thereunto belonging. In witness whereof, I have hereunto set my hand and seal, this 2d June, 1828.

FERNANDO MORENO. [SEAL.]
FRANCISCO MORENO. [SEAL.]

By their attorney in fact,

Witness: GEORGE W. B. BLACKWELL.
B. A. BRADLEY.

JOSEPH M. WHITE.

TERRITORY OF FLORIDA, *Escambia County*:

Know all men by these presents, that, whereas we, Francisco Moreno and Ferdinand Moreno, of the city of Pensacola, Territory and county aforesaid, are seized in fee of and in all that tract of land situated in the village of St. Carlos de Barrancas, containing eight hundred arpents, beginning at a point fifty feet east of the most eastern extremity of the said village, running thence due north to the Grande Bayou, thence following the same to the foot of the hill called Drunkard's bluff, thence along the foot of the high ground to the beginning, so as not to include any part of the beach or low ground between the sea and the acclivity. Now know ye, that we, the said Francisco and Fernando Moreno have made, constituted, and by these presents do make, constitute, and appoint, Hon. Joseph M. White, delegate in Congress, Washington city, our true and lawful attorney, for us and in our names, and for our own proper use and benefit, to sell, grant, bargain, and convey the tract of land above designated, absolutely, in fee simple, for such price or sum of money, and to such person or persons, as he shall think fit and convenient; and also for us, and in our names, to seal, execute, and deliver such deeds, conveyances, bargains, and sales, for the absolute sale and disposal thereof, with such clauses, covenants, and agreements to be therein contained, as our said attorney shall think fit and expedient; hereby ratifying, confirming, and allowing all such deeds, conveyances, bargains, or sales, which shall at any time hereafter be sealed and executed by our said attorney touching or concerning the premises.

In witness whereof we have hereunto set our hands and seals, in the city of Pensacola, this 9th day of May, 1828.

FRANCISCO MORENO. [SEAL.]
FERNANDO MORENO. [SEAL.]

Signed and acknowledged in the presence of JOSEPH E. CARO.

TERRITORY OF FLORIDA:

Before me, Joseph E. Caro, a notary public, duly qualified and commissioned, dwelling in the city of Pensacola, personally came and appeared Francisco Moreno, and Fernando Moreno, and acknowledged that they signed, sealed, and delivered the foregoing power of attorney to Hon. Joseph M. White, delegate in Congress, for the purposes therein mentioned.

In testimony whereof I have hereunto set my hand, and affixed my notarial seal of office, at the city of Pensacola, on the day and year before written.

JOSEPH E. CARO, *Notary Public*. [L. s.]

S, 2.

Copy of power of attorney from Francisco and Fernando Moreno to Joseph M. White.

TERRITORY OF FLORIDA, *Escambia County*:

Know all men by these presents, that we, Francisco and Fernando Moreno, of the city of Pensacola, Territory and county aforesaid, do hereby constitute and appoint the Hon. Joseph M. White, delegate in Congress, Washington city, our lawful attorney, for us, and in our names and behalf, to sell, assign, and transfer, unto any person or persons, the whole or any part of a tract of land belonging to us, situated at the village of St. Carlos de Barrancas, containing eight hundred arpents, for such price or sum of money as we may name in our private letter; and also for us, and in our names, to seal, execute, and deliver such deeds, conveyances, bargains, and sales, for the absolute sale and disposal thereof, or any part thereof, with such clauses, covenants and agreements, to be therein contained, as our said attorney shall think fit and expedient, hereby ratifying, confirming, and allowing all such deeds, conveyances, bargains or sales, which shall at any time hereafter be sealed and executed by our said attorney, touching or concerning the premises. In witness whereof we have hereunto set our hands and seals, at the city of Pensacola, this second day of February, in the year of our Lord 1827.

FRANCISCO MORENO. [L. s.]
FERNANDO MORENO. [L. s.]

Signed, sealed, and delivered in presence of JOSEPH E. CARO.

TERRITORY OF FLORIDA, *Escambia County*:

Be it known, that on the third day of February, in the year of our Lord one thousand eight hundred and twenty-seven, before me, Joseph E. Caro, notary public, duly qualified and commissioned, personally appeared Francisco and Fernando Moreno, and acknowledged that they signed, sealed, and delivered the within letter of attorney for the purposes therein mentioned, to the Hon. Joseph M. White, delegate in Congress.

In witness whereof I have hereunto set my hand, and affixed my notarial seal, the day and year last aforesaid.

JOSEPH E. CARO, *Notary Public*. [L. s.]

TERRITORY OF FLORIDA, *County of Escambia:*

I, M. Crupper, clerk of the county court for the county aforesaid, do hereby certify that the foregoing power of attorney, from Francisco and Fernando Moreno to Joseph M. White, is duly recorded in my office, which is the proper and legal office of record for said county.

In witness whereof I have hereunto set my hand, and affixed the seal of said county, this the eighth day of September, A. D. 1828.

M. CRUPPER, *Clerk*, [L. S.]
By J. G. DRAKE, *Deputy Clerk*.

T.

Copy of a deed from J. M. White, attorney, to the Secretary of the Navy.

Know all men by these presents, that I, Joseph M. White, for myself, and as attorney in fact of Henry M. Breckenridge, for a valuable consideration paid, the receipt whereof is acknowledged, have bargained, sold, aliened, transferred, and assigned, and do hereby bargain, sell, alien, transfer and assign, to Samuel L. Southard, Secretary of the Navy of the United States, for the sole use and benefit of the United States, sixteen hundred arpents of land, on the Sound of Sta. Rosa, granted to Jayme Barcelo and Samora, and confirmed to Henry M. Breckenridge, and to H. M. Breckenridge and R. K. Call, in report and abstract A, of the commissioners' reports,* document 111, Nos. 51, 52, Executive papers, 1824-5; eight hundred arpents of which was conveyed by H. M. Breckenridge, by deeds duly recorded, to Joseph M. White, and four hundred by R. K. Call; to have and to hold the said land, unto him the said Samuel L. Southard, and his successors in office, for the use of the United States forever.

In testimony whereof I have hereunto set my hand and seal, this second of June, 1828.

H. M. BRECKENRIDGE. [SEAL.]

By his attorney in fact.

JOSEPH M. WHITE. [SEAL.]

Witnesses: GEORGE W. B. BLACKWELL.
B. A. BRADLEY.

V.

Copy of a deed from Jos. M. White, attorney for H. M. Breckenridge, to S. L. Southard.

DISTRICT OF COLUMBIA:

This indenture, made this tenth day of March, in the year of our Lord one thousand eight hundred and twenty-eight, by and between Joseph M. White, as attorney in fact for Henry M. Breckenridge, on the one part, and Samuel L. Southard, Secretary of the Navy of the United States, acting for and in behalf of the said United States, on the other part, witnesseth: That the said Joseph M. White, as attorney aforesaid, for and in consideration of the sum of one thousand eight hundred dollars, to him in hand well and truly paid by the said Samuel L. Southard, and the receipt whereof is hereby acknowledged, hath bargained, sold, aliened, conveyed, and confirmed, and by these presents doth bargain, sell, alien, convey and confirm, unto the said Samuel L. Southard, for the use and benefit of the United States, all that tract of land, containing four hundred arpents, situate on Santa Rosa Sound, about four miles below Deer Point, fronting said sound, in the county of Escambia, and Territory of Florida, which said tract of land was granted by the Spanish government to Jayme Barcelo, and confirmed by the land commissioners of the United States for West Florida, to Henry M. Breckenridge and Richard K. Call, which confirmation was approved by an act of Congress, and which tract of land is more particularly described in the plat of survey and title papers, recorded in the books of the said commissioners, and now deposited in the office of the keeper of the public archives of Pensacola, together with all and singular the issues, rights, members, and appurtenances whatsoever, to the said tract of land belonging, or in anywise appertaining; to have and to hold the said tract of land, together with the appurtenances thereof, unto them, the said United States, forever.

In testimony whereof, the said Joseph M. White hath hereunto set his hand and seal, at the city of Washington, in the district aforesaid.

JOS. M. WHITE, [L. S.]
Attorney in fact of H. M. Breckenridge.

Signed, sealed, and acknowledged, in our presence: JNO. N. MOULDER,
R. S. BRISCOE.

We, the undersigned, justices of the peace in and for the county of Washington, do hereby certify that Joseph M. White, a party to the foregoing indenture, did, in our presence, acknowledge his signature and seal to the same, for the purposes therein mentioned.

JNO. N. MOULDER, *J. P.*
R. S. BRISCOE, *J. P.*

To all to whom these presents shall come, greeting:

I certify that John N. Moulder and R. S. Briscoe, whose names are subscribed to the annexed instrument of writing, were, at the time of subscribing, and now are, justices of the peace for Washington

* For this document see class Public Lands, vol. 4, No. 454.

county, in the District of Columbia, duly appointed and commissioned, and that full faith is due to all their acts as such.

In testimony whereof, I, Henry Clay, Secretary of State of the United States, have hereunto subscribed my name, and caused the seal of the Department of State to be affixed.

Done at Washington, this tenth day of March, A. D. 1828, and of the independence of the United States of America the fifty-second.

H. CLAY. [L. s.]

TERRITORY OF FLORIDA, County of Escambia:

I, M. Crupper, clerk of the county court for the county aforesaid, do hereby certify that the foregoing deed is recorded in my office, and that there is no other deed of the land therein conveyed by H. M. Breckenridge, of record; and that mine is the only legally authorized recording office for such conveyances in said county.

In witness whereof, I have hereto set my hand and affixed the seal of said court, this the eighth day of September, A. D. 1828.

M. CRUPPER, *Clerk*. [L. s.]
By J. G. DRAKE, *D. Clerk*.

W.

Copy of a letter from J. M. White, attorney of Morenos, to the Secretary of the Navy.

DISTRICT OF COLUMBIA:

This indenture, made the tenth day of March, in the year of our Lord one thousand eight hundred and twenty-eight, by and between Joseph M. White, attorney in fact of Francisco and Fernando Moreno, of the city of Pensacola, and Territory of Florida, duly constituted, on the one part, and Samuel L. Southard, Secretary of the Navy, acting for and in behalf of the United States, on the other part, witnesseth: That the said Joseph M. White, as attorney in fact as aforesaid, for and in consideration of the sum of three thousand dollars, to him in hand well and truly paid by the said Samuel L. Southard, the receipt whereof is hereby acknowledged, hath bargained, sold, and enfeoffed, and by these presents doth bargain, sell, and enfeoff, unto the said Samuel L. Southard, Secretary of the Navy, for the use of the United States of America, all that tract of land, containing eight hundred arpents, situate in West Florida, in the county of Escambia, on Pensacola Bay, between the village of San Carlos de Barrancas and the navy yard, which said tract of land was granted by the Spanish government to the said Francisco and Fernando Moreno, and confirmed by the United States commissioners, appointed to ascertain claims and titles to land in West Florida, together with all and singular the issues, rights, members, and appurtenances, to the said tract of land belonging, or in anywise appertaining: to have and to hold the said tract of land, together with the appurtenances thereof, unto the said United States, forever.

In testimony whereof, the said Joseph M. White, attorney in fact for the said Francisco and Fernando, hath hereunto set his hand and seal, in the city of Washington, and district aforesaid.

JOSEPH M WHITE, [L. s.]
Attorney of F. and F. Moreno.

Signed, sealed, and acknowledged, in presence of us: JOHN N. MOULDER,
R. S. BRISCOE.

We, the undersigned, justices of the peace for the county of Washington, do hereby certify that Joseph M. White, a party to the foregoing deed, did in our presence acknowledge his signature and seal to the same, for the purposes therein mentioned.

JNO. N. MOULDER, *J. P.*
R. S. BRISCOE, *J. P.*

To all to whom these presents shall come, greeting:

I certify that John N. Moulder and R. S. Briscoe, whose names are subscribed to the annexed instrument of writing, were, at the time of subscribing, and now are, justices of the peace for Washington county, in the District of Columbia, duly appointed and commissioned, and that full faith is due to all their acts as such.

In testimony whereof, I, Henry Clay, Secretary of State of the United States, have hereunto subscribed my name, and caused the seal of the Department of State to be affixed.

Done at the city of Washington, this tenth day of March, A. D. 1828, and of the independence of the United States of America the fifty-second.

H. CLAY. [L. s.]

TERRITORY OF FLORIDA, County of Escambia:

I, M. Crupper, clerk of the county court for the county aforesaid, do hereby certify that the foregoing deed is recorded in my office, and that there is no other deed of the land therein conveyed by Francisco and Fernando Moreno, of record; and that mine is the only legally authorized recording office for such conveyances in said county.

In witness whereof, I have hereunto set my hand and affixed the seal of the said court, this the eighth day of September, A. D. 1828.

M. CRUPPER, *Clerk*. [L. s.]
By J. G. DRAKE, *D. Clerk*.

X.

Extract of a letter from Commodore Rodgers to the Secretary of the Navy, dated—

WASHINGTON, July 3, 1829.

Upon the subject of the lands sold to the Navy Department by Col. Joseph M. White, on his own account, and as agent for Judge Henry M. Breckenridge, and for Francisco and Fernando Moreno, I spent five days in examining the four tracts. The two first, consisting of 1,600 arpents (1,200 the property of Col. White, cost the Department \$2,700; 400 belonging to Judge Breckenridge cost \$2,200,) are bounded on the south by Santa Rosa Sound, and on the east and west by lands belonging to the United States. The eastern boundary of the first, 1,200 arpents, being six, and the last, 400, about four miles distant from the extreme end of Deer Point.

On the tract purchased from Judge Breckenridge, (see plat No. —), I should suppose from the best examination I was enabled to make, that one-fourth of the whole may be considered what is commonly denominated hammock land, the soil from 12 to 18 inches deep, consisting of decomposed vegetable substances and oyster shells, intermixed with the fine white sand, forming by nature so large a portion of the soil of Florida, particularly that bordering on the Gulf of Mexico. On one part of these hammocks, one hundred or more live oak trees of large growth are to be seen, and on the others large stumps of the same tree are found; thus furnishing, if not conclusive, strong presumptive evidence that a soil that had once given growth to such timber might, with care and proper management, be made to produce it again, if not by transplanting young and thrifty trees, at least by sowing acorns taken from trees of large growth, while in a sound, healthy state. On the adjoining 1,200 arpents, purchased of Col. White (see plat No. —), I am led to believe, taking the whole together, that not more than one-sixth part can be properly called hammock lands. This, particularly the hammock land, is similar in quality to that purchased of Judge Breckenridge, and from the number of large stumps to be met with, it is inferred that large live oak trees had once grown on it; at present, however, it has but few, if any, of this description, although it contained several thousand young trees, 12 to 20 and 25 feet in height, and 2, 3, and 4 inches in diameter. The timber on the easternmost part of this tract consists principally of a stunted growth of pitch pine, intermixed with scrub, black jack, and water oaks.

The improvements on the two tracts are as follows: on that purchased of Judge Breckenridge, a frame dwelling, one story high, (not plastered,) containing two large and four small rooms, with a large passage running through the centre, having a portico in front and another in the rear of the house; a log kitchen, a stable and other small outhouses; two gardens, the large one having in it several hundred small orange and peach trees; the other, used principally as a vegetable garden, has some small fruit trees and shrubbery. In addition to these, there are two new rough log buildings, sufficiently capacious to accommodate 20 negroes. On the tract purchased of Colonel White there are no improvements other than the remains of two small log buildings, said to have been built by General Call. At the time I visited these lands there were twenty hands employed in cutting down and clearing out from among the young live oaks, all the undergrowth and other trees, such as white bay, black jack, scrub, black and water oaks, magnolia, &c.; and in this way, it was judged by Mr. Davis, the overseer, who accompanied me, that nearly or quite 200 arpents had already been cleared, in addition to two avenues in a north and south direction, and another in the centre, running east and west, that had been cut through the woods to give free circulation to the air, and prevent injurious effects from fires, such as these lands had previously been subjected to from Indian hunters and others. On the lands thus cleared, the overseer assured me that there were now growing 173 full grown trees, 126 of six inches and over in diameter, 11,635 between two and six inches, 9,965 of two inches and under; making in the whole 22,202 which he had already counted.

From the limited examination I was enabled to make of these lands, it is impossible for me to say with precision how many acres had been cleared, or how many live oak trees they contained; but from what I did observe (and my whole attention was given to the subject), I am strongly inclined to believe that the overseer's statement is nearly, if not quite correct.

Col. White I found was at Tallahassee; and as it would have required 20 days for a letter to reach him by due course of mail, I was under the necessity of giving up the expectation of seeing him before my departure; and Judge Breckenridge having left Pensacola for Philadelphia before my arrival, precluded my obtaining from him an account of the expense that had already been incurred, or of the sums necessary to satisfy existing claims against the lands, for the improvement of which he had been appointed the superintendent.

I now come to the two tracts, one consisting of 1,250 arpents, purchased of Col. White for the sum of \$2,361.11, the other of 800 arpents, purchased through him, as the agent of Francisco and Fernando Moreno, for the sum of \$3,000. In the examination of these lands I spent two days, and was assisted in my researches by Capt. Woolsey, of the navy, and a respectable Spaniard, a native of the village of Barrancas, named Cummings or Cummin.

The 1,250 arpents (see plat No. —) are bounded on the north by the Grande bayou, south by the Grande lagoon, east by the Gulf of Mexico. On this tract, which lies about three miles west of the Barrancas, there is a large hammock of 150 arpents, that contains some large live oaks, and a considerable number of others of recent growth, from three to six inches in diameter, intermixed with pitch pine, red bay, black oak, magnolia, and other trees of a small size. This hammock does not appear to differ in the quality of its soil from those inspected on Santa Rosa Sound; and from what I was able to observe by passing around it, and into it in two places as far as the undergrowth would permit me to penetrate, I am led to believe that the number of arpents of hammock it was said to contain does not differ essentially from what has been stated. The remainder of this tract consists, one-third, perhaps, of impenetrable swamp, covered with juniper, white bay, and other trees peculiar to such land; the remaining two-thirds of sand, in most places thickly covered by pitch pine, none of which are large enough for spars.

The tract of 800 arpents is bounded on the north by the Grande bayou, on the west by the village of Barrancas, and on the east by the navy yard. This tract has on it two hammocks, one containing perhaps thirty-five or forty, the other twenty or twenty-five arpents; but although it has, like the other hammocks, a large number of small live oak trees, and some large stumps of the same kind of timber, I saw none of large growth. The soil, like all the rest, is generally very sandy and unfit for cultivation. It is, however, pretty well clothed with small trees, such as pine, red bay, black jack, water oak, and other wood suit-

able for fuel. Its chief value consists in its vicinity to the Great bayou, the number of springs of good water it supplies, and the fine, elevated prospect that part bordering on the Bay of Pensacola affords of the sea. It is on this high ground that the erection of a hospital is recommended, should one be thought expedient.

Extract added by the Committee on Naval Affairs. [State Papers, H. R., 1st session, 21st Congress, Doc. No. 2, pages 236-7.]

It would be difficult to determine the value of these lands; for, notwithstanding they all contain considerable quantities of timber suitable for fire-wood, and those parts called hammocks might be made to produce live oak, it is believed, still, for the purposes of cultivation, there is but a small part, I should think, that is of any value whatever.

Y.

Extract from report No. 3, of Charles Haire and Thomas F. Cornell, agents for the examination and survey of West Florida lands, under instructions from the Navy Department, dated—

NOVEMBER 12, 1827.

[This part of the report includes the lands purchased by government for the raising of live oak, and contains the information sought for by the resolution of Congress of the 16th December, 1830, on the subject of the live oak in Florida.]

The next growth of live oak, in the course of the examinations of the agents, is to be found at the residence of Judge Breckenridge, on the Santa Rosa Sound, and which place is noted on the map of Mr. Williams, above referred to. The schedule No. 2 exhibits the growth on this place. The accompanying map will show the quantity of the land, in all about *ten* acres. (This comprises all the live oak land of any value embraced within the three tracts purchased by government, the rest being barren and unproductive, and of no value.) Rumor having spread abroad in some directions such flattering tales of the large quantity as well as the fine quality of the live oak growing on this place, whilst in others it is communicated *quite the reverse*, the agents deemed it advisable to be more critical in their examinations here, than if the same quantity of live oak had been found elsewhere. The sound as well as the unsound trees are therefore thus exhibited in full, by which means an opportunity is afforded of knowing both alike, and the proportion of each; at the same time it furnishes a just criterion to test the quality of the soil, as well as the proportion destroyed by fire.

Much has been said in favor of this peninsula as a favorable site for raising live oak, but the agents are not fully impressed with the practicability of this measure, and, with great deference and respect, take the liberty to suggest that, *before an undertaking of such national importance as the raising of live oak nurseries should be commenced, great attention should be paid in making judicious selections, combining as well the advantage of a FAVORABLE SOIL as that of a CONVENIENT SITUATION.* The remarks of Mr. Williams, who has written a book, accompanying his map, on West Florida, are in strict conformity with the result of the examinations of the agents. In one place, in speaking of this peninsula, he says: "The peninsula extending between Pensacola Bay and Santa Rosa Sound (this is the land selected for a live oak nursery) and has not even clay beneath the sand; peat is sometimes found there in extensive beds, with abundance of cypress and cedar stumps, standing far beneath the sand." Again, in another part of the work, he says: "the peninsula between Pensacola Bay and Santa Rosa Sound is in general a pine barren, interspersed with black jack ridges and savannahs of moist grazing land. On each shore there are small hammocks, excellent for sea island cotton, and would form beautiful country residences.

In the course of the examination *thus far* made by the agents, they are of opinion that *as yet* they have met with no position around these bays more favorably situated, nor affording greater facilities for its cultivation, particularly in so large a body, (a most important consideration,) than the peninsula dividing the Escambia Bay from the Yellow Water and Black Water Bays. To illustrate this fact more forcibly, reference need only be had to the comparative growths of each place, excepting, however, the growth on the hammock, partly cleared by Mr. Garnier, at the eastern extremity of Santa Rosa Sound, and which may as well be considered the mouth of Choctawhatchee Bay. The soil on this named peninsula is of a strong, stiff texture of the kind, mingled more or less with decomposed vegetable matter, together with calcareous substances, formed from various sea shells, and consequently may be expected to be lasting in richness. The soil of the first named peninsula, viz., between Pensacola Bay and Santa Rosa Sound, though abounding also in some of the above enriching substances, is nevertheless loose and impoverished in its texture, more particularly so in the interior, while the interior of the other produces all its growth both numerous and thrifty, even down to the pasture itself. The interior growth of the former is scattered and stunted, and the pasturage in most places approximates to barrenness. The live oak growing on the latter is but little injured by fire, while that of the former has three-fourths of its quantity more or less injured by it.

The superincumbent soil of the latter is founded upon a stratum of clay, that of the former upon a bed of peat, which may be seen in many places protruding itself into the sound.

From these facts it may be premised that the soil of the latter will be retentive of its cultivation, whilst the former must soon become almost barren. But these facts aside, which experience has made useful prognostics to the agriculturist, the comparative growth of the live oak on both places will at once suffice to give the latter described peninsula a preference over the former, and at the same time to point out this peninsula as being the most suitable position, containing a body of the best land for the propagation of the live oak, which has *as yet* come within the observation of the agents, extending from the Perdido river around to the settlement of Mr. Garnier, at the head of Sta. Rosa Sound.

Schedule No. 2.—Of the quantity of live oak on Judge Breckenridge's tract of land, situate on Sta. Rosa Sound:

Fifty-five trees, containing 2,361 cubic feet.

The following is an additional portion of live oak, found also in the above-described hammock:

Sixty-two trees, containing 2,036 cubic feet.

Z.

NAVY DEPARTMENT, *January 29, 1828.*

Sir: In making the necessary inquiries to execute the law of last session respecting live oak timber, it has been discovered, among other things, that there is a large tract of land in the neighborhood of the Navy yard at Pensacola, which belongs to the United States, and may be reserved with more advantage and less expense than any other probably on the whole coast. There is one objection only in the way: near the centre of it is a tract of 1,600 arpents, which belong to individuals, and which, being in the possession of others, will render it more difficult to protect and guard.

The land has on it some very valuable timber, and some improvements. The whole together would form very far the best plantation for live oak which can be found in Florida.

Under these circumstances, I request that authority may be given to purchase the 1,600 arpents. The whole cost and expense may be about \$5,000, which may, with propriety, be taken from the appropriation in the law of the last session of Congress for the gradual improvement of the navy.

The only authority required is that to make the purchase; no appropriation is necessary.

It is proper also to remark, that there are some small tracts on the coast of Georgia which it is very desirable should be purchased, and which would not cost large sums. They are not designated, because you will at once perceive that a knowledge that the government designed to buy would induce the owner to increase the price. Whether it would be proper to give an authority to purchase when the President shall be satisfied of the expediency of doing so, is respectfully referred to your consideration.

I enclose a map, which will enable you to see the position of the tract proposed to be reserved. The red lines upon it mark out the 1,600 arpents which I wish to purchase.

I am, very respectfully, &c.,

SAMUEL L. SOUTHARD.

HON. GEORGE McDUFFIE, *Chairman Com. Ways and Means, H. R.*

AA.

Copy of the third section of the appropriation bill for the support of the navy for 1828.

And be it further enacted, That there be, and hereby is, appropriated, for the purchase of such lands as the President of the United States may think necessary and proper to provide live oak and other timber for the use of the navy of the United States, a sum not exceeding ten thousand dollars, to be paid out of the moneys appropriated for the gradual improvement of the navy of the United States, by the first section of the act entitled "An act for the gradual improvement of the navy of the United States," approved the third day of March, one thousand eight hundred and twenty-seven.

BB.

SANTA ROSA, *February 4, 1829.*

Sir: In my letter of the 27th, I stated I had fixed on one hundred and fifty dollars as the price of pre-emptions; but, on inquiry, I find that it will be necessary to give two hundred, in order to enable those who wish it, to buy quarter sections of land elsewhere; and this I think reasonable, as, in this way, the money will probably be returned into the Treasury; and, in all the cases of pre-emption, there is live oak, fit for immediate use, to the value of four times the amount. The number of these pre-emptions is also greater than I had supposed, and if the reserve will include the whole of the peninsula (thirty miles), which I strongly recommend, there will be in all as many as nine or ten; but these claims will cover some of the best hammocks, particularly at the upper end, where, in two or three of them, there is at least live oak worth ten thousand dollars, of full size. At Barkley and Crave's there are some buildings, a small frame, and some outhouses, worth about three hundred dollars, which ought to be paid for.

Thus far the success in clearing out the live oak already growing, very far exceeds my most sanguine expectations. The ground is covered with an immense mass of wood fit for fuel; but finding that to attempt to cut it into cord wood would take up more than twice the time necessary for the main operation, I have thought it best to let it remain for the present.

I feel perfectly confident that I shall be able to clear out thirty thousand trees, from ten to thirty feet high, in the course of the year. But, in order to have the number of laborers to which I am limited constantly employed in the work, it will be necessary to engage a few more, who will be occupied in hauling the wood or cutting it up, as well as in preparing quarters. I have taken great pains to procure young men from seventeen to twenty years of age, who have no bad habits, who can be perfectly contented, and who will remain contented on this insular spot. If my success continues to equal that which I have had, I will strongly recommend the employment of at least thirty laborers for the rest of the year. But, before I shall do this, I will consult with Commodore Woolsey, who has taken great pains, and enters with much earnestness into this interesting experiment. I will respectfully recommend that, in order to enable persons appointed to see to the public timber to know its true value, or adaptation to particular purposes, some copies of some good works should be procured and transmitted; the best is, "The Timber Merchant's Guide," by Peter Guillot, published, I think, in Baltimore.

I am, sir, with great respect, your most obedient servant,

H. M. BRECKENRIDGE.

SAMUEL L. SOUTHARD, *Secretary of the Navy, U. S.*

CC.

NAVY DEPARTMENT, *December 6, 1828.*

SIR: I have received your letters of the 1st and 10th June, containing your suggestions respecting the cultivation of live oak, on the land purchased and reserved for that purpose near Pensacola, and tender to you my sincere thanks for the information and plans which you have communicated.

I do not perceive in them anything important which does not appear to me correct, except that which relates to the planting of the acorn. The President entertains an opinion, which is justified by the best writers on the subject, and among others by Evelyn and Duhamel, that a good, if not the best mode of raising the oak, was from the acorn. But whether this opinion be correct or not, it is desirable that it should be tested by full experiment on the reserved land; and it is the earnest wish of the President that this should be done.

I desire, by direction of the President, in this letter, to appoint you the superintendent of the tract and plantation, with a yearly compensation of four hundred dollars; and if you undertake to perform the duty, the Executive will look to you for a careful and judicious management of the whole matter.

You will be authorized to employ an overseer, at a salary of not more than five hundred dollars, and as much less as you can procure a fit person for.

You are authorized, also, to employ not more than twenty laborers for one year, and procure such oxen, carts, boats and tools, and erect such houses and accommodations as may be necessary, seeking in everything the utmost economy, and rendering quarterly accounts of the expenses, and statements of the progress made in the labor.

It is desired that the labor be directed—

1st. To clearing out the ground on which the oak is already growing, so as to give it the best opportunity for increase.

2d. To plant young trees.

3d. To select a favorable spot of 200 or 300 acres, and plant the acorn upon it, in such mode as to make the most satisfactory experiment, and to keep accurate statements of the progress on this point for future use.

As you are the superintendent, you are authorized to take such measures as may be necessary to prevent fires, and trespasses of every description. It is important that these measures be as little harsh and violent as the nature of the objects will permit.

You are also authorized to purchase the private rights or claims to portions of the land which you mention in your letter, provided it can be done on the terms you state. If you make the purchase, you will take the necessary conveyances and authority from the claimants for a patent to issue in my name, as Secretary of the Navy, for the use of the United States.

In clearing out the ground, it is supposed a large quantity of wood will be cut, which may be sold to advantage; it is desirable that this should be disposed of, so as to reduce the expenses as far as practicable.

I shall be glad to receive from you frequent communications of your views and opinions on this interesting subject.

I am, respectfully, &c.,

S. L. SOUTHARD.

H. M. BRECKENRIDGE, Esq., *Pensacola.*

DD.

DEER POINT, *January 27, 1829.*

SIR: Operations have been already commenced at this place. Fifteen laborers are now actively employed; one part of them are engaged in erecting quarters, the remainder at work in the woods. Thus far the necessary funds have been advanced by me; but I must request that a sum be placed at my disposal, either by a transmission of a check on the Branch Bank at Mobile, or by permission to draw sufficient to meet the expense of the first quarter, exclusive of the wages of the laborers.

I have purchased oxen, cart and tools, and am about to purchase a boat. I find there are four pre-emptions, and I have fixed the price at \$150 each. Provisions have also been engaged, and must be paid for on delivery.

The following are the items for which immediate funds will be required, viz:

For tools, oxen, cart, boat, and lumber for quarters, and incidental expenses.....	\$500 00
For provisions the first quarter.....	350 00
For the purchase of four pre-emptions, at \$150.....	600 00
	\$1,450 00

I should be glad if this matter could be attended to without delay, as I intend leaving this place early in April, to go for my family, and am desirous of putting everything in order, so that there may be no embarrassment during my absence.

With sentiments of respect, I remain your most obedient servant,

H. M. BRECKENRIDGE.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy, U. S.*

EE.

MISCELLANEOUS PAPERS.

Improvement of the navy.

Joseph M. White, delegate from Florida,

In account with the United States,

Dr.

1828.

Jan. 29. To requisition No. 1,199	\$800 00	
March 22. To requisition No. 1,272	1,900 00	
May 27. To requisition No. 1,544	2,361 11	
		\$5,061 11
To H. M. Breckenridge, for requisition No. 1,200, for \$400, and requisition No. 1,271, for \$1,800, debited to him, being the price of 400 arpents of land		2,200 00
To Francisco and Fernando Moreno, for requisition No. 1,270, debited to them, being the price of 800 arpents of land		3,000 00
		<u>\$10,261 11</u>

Cr.

By 3,650 arpents of land, in West Florida, purchased by the Secretary of the Navy, under authority of the third section of the act making appropriations for the support of the navy, for the year 1828, per account herewith, approved by the Secretary of the Navy, \$10,261 11

A correct copy of the original, on file in this office.

T. WATKINS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 5, 1828.*WASHINGTON, *March 4, 1828.*

SIR: I have the honor to enclose to you a letter of Francisco Moreno, of Florida, on the subject of a claim to eight hundred arpents of land he owns in conjunction with his brother, between the Barrancas and navy yard. This claim was presented to the commissioners, its validity recognized and confirmed by them, as will be seen in the Executive documents No. 111, vol. 7, part 2, 1824-25, in report and abstract A, page 65;* which report was approved by an act of Congress, approved 22d April, 1826, entitled "An act to confirm the reports of the commissioners of West Florida," &c. This grant was not surveyed under the Spanish government, but called to begin a certain distance on the bay above Barrancas, to include a hill, &c. It was considered competent for the United States to direct the manner of its location, so as not to cover two points, the fort and the navy yard; but it must of course include the points designated, and, no matter in what form located, must cover the largest portion of the intermediate points, and will obstruct the subsidiary works proposed to be erected between Barrancas and the navy yard, and must materially injure the benefit of the reservation in the eighth section of the act. It appears that the commander of the yard has thought that the whole point of the bay was reserved for public uses, and has construed the sixth section to the entire exclusion of the claimants. I drew both of these sections, and such an idea was never entertained. The United States could only reserve *public*, not private property. During last winter they sent me a power of attorney, and letter, authorizing me to sell for five thousand dollars. I submitted it to the Navy Commissioners, and nothing was done. I told them when I went home that they asked too much. They now ask the sum in the enclosed letter, which I consider reasonable. The possession of this land is not only of vast importance as to the defences of the place, but for its timber, and the live oak now upon it, and the extension of the plantation, which must become a most important part of the permanent policy of this country. I consider that it may most advantageously be used for the defences, or connected with the yard, or for the other object. Without the extinguishment of the title, you can see from the letter the consequences. I think, if you deem it useful to the public interests, which I am sure you must do, that it may be purchased out of the appropriation for establishing the yard, or the one proposed at this session.

I have the honor to be, your most obedient servant,

JOSEPH M. WHITE.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy.**Joseph M. White to Samuel L. Southard.*

MAY 20, 1828.

Mr. White informs the Secretary of the Navy that he has purchased 1,250 acres of the land, and will call in a day or two.

NAVY DEPARTMENT, *May 28, 1828.*

SIR: I transmit to you herewith several papers relating to the purchase of land from the Hon. Joseph M. White, delegate from Florida, and request that you will examine them carefully, without delay.

* For this document see class Public Lands, vol 4, No. 454.

If the deeds of conveyance to the United States are not properly drawn and executed, I wish to have it done, that Mr. White may do what is necessary before he leaves Washington, which will probably be very soon. Those deeds which are executed in his own name do not contain any relinquishment of dower on the part of Mrs. White.

A schedule of the papers accompanies this; and I have further to request that they may all be returned with the corrected deeds.

I am, respectfully, &c.,

SAMUEL L. SOUTHARD.

RICHARD S. COXE, Esq., *Washington.*

Schedule of papers submitted to Richard S. Cox, Esq., May 28, 1828.

Joseph M. White to Secretary of the Navy, 29th January, 1828.

Agreement between J. M. White and Secretary of the Navy, 29th January, 1828.

J. M. White, deed, 10th March, 1828.

Articles of agreement between Secretary of the Navy and Joseph M. White, 22d March, 1828.

J. M. White, bill for oak timber, \$4,000.

Memorandum of amounts to be paid to J. M. White.

J. M. White to Secretary Navy, 20th May, 1828.

Same to same, 27th May, 1828, deed.

Plat and translation of land conveyed to United States, 28th May, 1828.

H. M. Breckenridge to Secretary of the Navy, 28th January, 1828.

Same to same, 29th January, 1828.

Agreement between H. M. Breckenridge and Secretary of the Navy, 29th January, 1828.

J. M. White, attorney in fact of H. M. Breckenridge, deed to United States, 10th March, 1828.

H. M. Breckenridge to Secretary of the Navy, 21st March, 1828.

J. M. White to Secretary of the Navy, 4th March, 1828.

J. M. White, attorney in fact of F. and F. Moreno, deed to the United States, 10th March, 1828.

F. Moreno to J. M. White, Pensacola, 12th February, 1828.

WASHINGTON, *June 2, 1828.*

SIR: I have sent to Pensacola deeds, executed and authenticated according to the laws of the Territory, to be recorded, for the 800 arpents of land of Francisco and Fernando Moreno, with their power of attorney; one from H. M. Breckenridge, for 400 arpents, with his power of attorney; and one for 1,200, my own conveyance—all in due form. At your request, I send you assignments, to be filed at the General Land Office, on which patents can issue to you and your successors in office. I ask the favor of you to cause me to be officially informed that the contracts of Judge Breckenridge and myself have been executed, and our accounts settled, and also that of the Morenos; or, if any further act be necessary on my part, please to inform me while Breckenridge and the Morenos are at Pensacola. In relation to my second contract, I shall be able to obtain before August 400 arpents more, and will then make you a conveyance, or before the indulgence of six months, which you have extended for its accomplishment. I ask the favor to be informed if the judge, marshal, and district attorney will be permitted to go in a public vessel to Key West.

I have the honor to be, with great respect, your obedient servant,

JOSEPH M. WHITE.

HON. S. L. SOUTHARD, *Secretary of the Navy, U. S.*

WASHINGTON, *June 16, 1828.*

SIR: I have the honor to enclose to you the original grant and other papers relating to the title of Francis Barrios, a part of which I conveyed under the last contract. The deed to myself is on record at Pensacola; and my object in sending these, is, that they may remain on file in the Department.

I have the honor to be, your most obedient servant,

JOSEPH M. WHITE.

HON. S. L. SOUTHARD, *Secretary of the Navy, U. S.*

GENERAL LAND OFFICE, *June 24, 1828.*

SIR: I have the honor to acknowledge the receipt of your letter of the 23d instant, enclosing a power of attorney from Francisco and Fernando Moreno to Joseph M. White, and an assignment from Mr. White to you, as Secretary of the Navy, of 800 arpents near the village of Barrancas, being claim No. 29 in report A of the board of commissioners; and also, enclosing an assignment from Joseph M. White in his own right, and as the attorney of Henry M. Breckenridge, transferring to you, for the use of the United States, 1,600 arpents, on Santa Rosa Sound, confirmed to Henry M. Breckenridge and R. K. Call, as Nos. 51 and 52 in report A of the board of commissioners.

The necessary entries have been made on the reports in this office to show that those tracts have been transferred; and patents will not be granted for the same, except to you, for the use of the United States. The regulations of this office, in relation to the assignments of private claims, will require the production of the deeds from H. M. Breckenridge and R. K. Call to Mr. White, and of the power of attorney from Mr. Breckenridge to Mr. White. It would also be necessary that the assignments should be properly acknowledged and certified.

I would, however, suggest the propriety of having regular deeds executed in Florida, and placed

upon record in the proper office there, and copies furnished to the register of the land office at Tallahassee, who will issue the necessary certificates on which the patents will be granted to you. The papers enclosed in your letter are herewith returned.

I am, very respectfully, sir, your most obedient servant,
HON. S. L. SOUTHARD, *Secretary of the Navy, U. S.*

GEORGE GRAHAM.

NEW YORK, July 6, 1828.

SIR: I have had the honor to receive your note of the 3d instant, in which you suggest the propriety of having some writing signed by the grantees of the tracts of land conveyed to the United States, signifying their assent to the issuing of patents to the Secretary of the Navy for the use of the United States. I certainly can make no objection to any course that may be satisfactory to the government; but I take leave to say, that there is another mode, less troublesome, by which the object can be attained. In the case of Francisco and Fernando Moreno, for 800 arpents, they are the grantees, and in their names is the title confirmed in the commissioners' reports, now in the office of the commissioner, Mr. Graham. They gave me a power of attorney, and I have made a deed, which deed and power are before now recorded in Pensacola. I have made an assignment, with the power of attorney in due form annexed. In the other case of 1,600 arpents, 800 of it was granted to a man now dead, and 800 to another now dead. It was legally conveyed to Breckenridge, at least 1,200 arpents of it, and the remainder to Call; it is confirmed in their names. Breckenridge, the *confirmer*, not *grantee*, conveyed to me 800 arpents, and Call 400; and I, as the attorney of the former, conveyed his 400, and my own 1,200. Now, if I have conveyed with *ut* title, or without authority, I am responsible. However, to save trouble, it may be well to write to Judge B. or the clerk of the court, to know if the power of attorney of the Morenos, and my deed pursuant thereto, are recorded, and to have a copy sent, or the original; secondly, to have the clerk to certify or send deeds of Breckenridge and Call to me, and mine to you, and B.'s power of attorney. The Commissioner of the General Land Office will then see that the titles were confirmed to those *people*, and by them *regularly* and *legally* transferred to you for the use of the United States. You are, then, the assignee, and the best evidence is furnished, and he must issue the patents to you. If you desire it, I will write, and have these papers forwarded to you. The fact is, no patent is wanted; there is a regular legal transfer of all title to the United States. In the other case, I mean the last contract, I am expecting a letter every day to notify me of the purchase of the remainder; as soon as that is done, I will make a deed for all, and withdraw the one made a few weeks since. This last shall be made in any form the Department may direct.

I am, with very high respect, your most obedient servant,
HON. SAMUEL L. SOUTHARD, *Secretary of the Navy, United States.*

JOSEPH M. WHITE.

SARATOGA SPRINGS, July 20, 1828.

SIR: I have the honor to enclose to you the original grant to Joaquin Barda for 1,000 arpents of land, with a certificate of confirmation; this claim will be found in the commissioners' reports, printed by order of Congress; he had previously sold 150 arpents, leaving 850, and he conveys it as 800, *more or less*; if there is any error in that, it shall be corrected. I send the original deed (recorded) from the grantee to Henry Michelet, and his deed to me, all in due form, and left a deed in your office, dated 27th May last; it has not been sent home for record, and if you wish it altered to correspond with those now sent, exactly, I will execute another when I visit Washington, in August.

In the other case of 800 arpents, confirmed to Francisco Barrios, I sent you the marshal's deed for that to Caro. The land was sold under execution, and conveyed, and I now send a regular conveyance from Caro to me. I have made a conveyance for the 1,250 arpents, which, according to our contract, amounts to \$2,361.11, which sum I received. The papers now sent I wish placed on file, and my account settled *pro tanto*; and if I can purchase the other five hundred and fifty (550) arpents I will do it; my agent is now endeavoring to do it. I will thank you to have sent to me an acknowledgment of these papers. If you want the land indicated in a former letter for the hospital, I would be glad to know it as soon as you decide. I may not find you at Washington in August.

I have the honor to be, your most obedient servant,

JOS. M. WHITE.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy, United States.*

WASHINGTON, August 27, 1828.

SIR: I expected to have had the honor of meeting you here at this time. I am now on my way home; and if you should decide to erect the marine hospital on Bayou Chico, a letter will find me at Tallahassee. I looked over all the papers relating to the lands, and compared them with the contracts. I have done even more than I was required. I will be much obliged to you if you will have the account settled. I do not wish to stand on the records charged with the receipt of money, the greater part of which only passed through my hands as agent for others, in making sales for their use and that of the government.

I have the honor to be, your most obedient servant,

JOS. M. WHITE.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy, United States.*

PENSACOLA, September 8, 1828.

SIR: At the request of Colonel Joseph M. White, I herewith enclose a power of attorney from Francisco and Fernando Moreno to Joseph M. White, with a deed made under it by Joseph M. White to Samuel L. Southard.

A power of attorney from Henry M. Breckenridge to Joseph M. White, with a deed made under it by Joseph M. White to Samuel L. Southard.

A deed from Henry M. Breckenridge to Joseph M. White, of 400 arpents of land, (undivided half of 800 arpents.)

A deed from R. K. and M. L. Call, for 400 arpents of land; and a certified copy of a deed from H. M. Breckenridge to Joseph M. White, for 400 arpents of land; together with a deed for the said 1,200 arpents of land, from Joseph M. White to Samuel L. Southard; all duly recorded in the office of the clerk of the county court for Escambia county, the proper recording office of the county in which the lands lie, and duly certified and sealed.

Respectfully, your obedient servant,

W. HASELL HUNT.

HON. SAMUEL L. SOUTHARD, *Secretary of the Navy, U. S.*

PENSACOLA, October 24, 1830.

SIR: The accounts ending the 18th of October, for expenses incurred at the live oak plantations, are transmitted herewith.

Notice has been given to persons who have laborers employed, that the work will cease at the end of the year, that is, with the next quarter, ending the 18th of January; and every arrangement has been made to comply with your intimation.

I hope that some measures will be taken to preserve the plantation; for, unless a few laborers be employed at the end of the year for this purpose, it must go to destruction. I will cheerfully do the best in my power, without any charge to the government, to keep out the fires, and to prevent trespasses; but this will not be sufficient to do justice to the work. The trees have nearly all been pruned a *second* time, but it will require a *third* pruning and sprouting, which can be done by *five* hands, and nothing will then be necessary but to prevent the accidents to which I have alluded. The third pruning is necessary on account of the great number of lateral twigs sent forth from the trunk, and which the trees will continue to do for some time after the bodies have been pruned up.

If a few hands will be allowed, say from two to *five*, (but I think the latter number at least,) I will undertake, for the sum which has been allowed me as superintendent, to continue the care of the trees for the next year, and will, *out of that sum*, engage a white laborer, who can, at the same time, act as overseer of the hands. I should feel great regret to see the work abandoned when it is so promising, and after so much expense and labor have been bestowed. The space now occupied can sustain at least sixty thousand trees, the whole of which, in less than twenty years, and many much sooner, will be fit for most purposes for ship-building.

I am, sir, with great respect, your most obedient servant,

H. M. BRECKENRIDGE.

HON. JOHN BRANCH, *Secretary of the Navy, U. S.*

NAVY DEPARTMENT, December 18, 1830.

SIR: You are requested to furnish the Department with such information as you may possess, other than that contained in your report made to the Department, dated Washington city, July 3, 1829, on the following points:

The value of the lands purchased by the Secretary of the Navy, in behalf of the United States, of the Hon. Mr. White and Judge Breckenridge, situate near Pensacola, in Florida, &c., at the time such purchase was made, (in 1828,) as well as the value of the live oak timber on each tract fit for naval purposes.

I am, respectfully, &c.,

J. BRANCH.

Commodore J. RODGERS, *President of the Board of Commissioners of the Navy.*

DECEMBER 18, 1830.

SIR: I enclose a copy of a resolution of the House of Representatives of the 16th instant, calling for information respecting the purchase, &c., of live oak timber, near the Navy yard at Pensacola, and have to request you to furnish copies of all "papers connected with the purchase of live oak lands in Florida, the quantity purchased, the names of the persons from whom the purchases were made, the prices given, to whom paid, when paid, and on what authority," which may be in your office, and calculated to throw light upon the investigation.

I am, respectfully, &c.,

J. BRANCH.

AMOS KENDALL, Esq., *Fourth Auditor of the Treasury.*

WASHINGTON, December 19, 1830.

SIR: I would most respectfully suggest that the report of the inspectors of live oak, in 1818, of which Mr. Hutton was one, in Louisiana and Florida, and which contains the most accurate information on the

subject, would present a better view of it than any other, and should be included in the answer to the resolution.

I would also call your attention to the letter recently received by you from J. W. Dabney, disclosing certain frauds of deputy surveyors, by which the United States have lost the largest and best body of live oak lands in Florida. That letter you sent to the Land Office, but, being within your control, is embraced by the resolution.

I have the honor to be, your most obedient servant,
HON. JOHN BRANCH, *Secretary of the Navy, U. S.*

JOS. M. WHITE.

NAVY COMMISSIONERS' OFFICE, *December 20, 1830.*

SIR: The Commissioners of the Navy have had the honor of receiving your letter of the 18th inst., and beg leave to observe that they have no information relative to the lands purchased of Col. White and Judge Breckenridge, near Pensacola, other than that contained in the enclosed extract of a letter addressed to you on the 3d July, 1829.

I have the honor to be, with great respect, sir, your most obedient servant,

HON. JOHN BRANCH, *Secretary of the Navy.*

JNO. RODGERS.

TREASURY DEPARTMENT, *Fourth Auditor's Office, December 20, 1830.*

SIR: In compliance with the request contained in your letter of the 18th instant, enclosing a copy of a resolution of the House of Representatives, passed the 16th instant, calling for information in relation to the purchase of live oak lands in Florida, I have the honor to transmit you herewith a copy of the account of Joseph M. White, Esq., for 3,650 arpents of land in Florida, sold to the United States by him as the proprietor, or as the attorney for others, amounting to \$10,261.11, sanctioned by the late Secretary of the Navy. I also transmit you a statement when and to whom payment was made for said purchase.

I return to you the original letter of Henry M. Breckenridge, Esq., with its enclosure, addressed to you under date the 18th April, 1829, on the subject of the live oak trees then growing on a part of the said land, which letter was referred to this office with his accounts.

I have the honor to be, very respectfully, sir, your obedient servant,

HON. JOHN BRANCH, *Secretary of the Navy.*

AMOS KENDALL.

NEW YORK, *December 23, 1830.*

SIR: I perceive by the late proceedings in Congress that the Secretary of the Navy is called upon for information in regard to the subject of the purchases of live oak lands in Florida, and other matters connected therewith.

Having been appointed an agent for the examination and survey of the lands of West Florida, in company with Charles Haire, and in the course of our explorations having examined very critically the lands purchased by Mr. Southard, and reported thereupon to your Department, I take the liberty, with great respect, to refer you to our report on this subject, on file in your office. It is that numbered 3, and of the date of the 24th October, 1828, and forwarded from the Choctawhatchee Bay, W. Florida. A reference to this report will exhibit to you the information sought for; and the accompanying documents will furnish in detail the quantity of *live oak land* (only about ten acres around the residence of Judge Breckenridge, the residue being pine barren, and of no value,) embraced within the three tracts purchased by government; and the schedule No. 2 gives the *actual quantity of all the timber growing on the land* at the time of the purchase; which latter information is particularly called for by the amendment to the original resolution of Mr. White, offered by the Hon. Mr. Speight of North Carolina; a copy of which documents I have the honor to request may be communicated to Congress.

I take the liberty, very respectfully, to enclose you an extract from the report above referred to, which will show you the opinion of the agents in regard to this purchase, strengthened by the historical account of the land given by Mr. Williams.

On the subject of the live oak lands generally, and the means heretofore adopted for the preservation of the timber growing thereon proving insufficient, together with my ideas at full length on the subject of this purchase, and the modes proposed for the rearing of a nursery, I beg leave most respectfully to refer you to the communication which I had the honor to address you on the 16th July, 1829, and which I had the honor to leave in the hands of his Excellency the President of the United States in your absence from the seat of government.

I have the honor to be, with the greatest respect, sir, your obedient servant,

THOS. F. CORNELL,

Late Agent for the Examination and Survey of West Florida Lands.

The Hon. JOHN BRANCH, *Secretary of the Navy.*

HOUSE OF REPRESENTATIVES, *Committee on Naval Affairs, February 1, 1831.*

SIR: The House have referred to the committee your answer to their resolution respecting live oak, and the committee are desirous to act on the whole subject. To enable them to do this, they would res-

pectfully ask all such information as it may be in the power of the Department to give on the following points:

1. The location of the land reserved and purchased in the neighborhood of Pensacola, with a view of the propagation of live oak. A map designating the lots and claims appears to be the only mode of exhibiting these locations.

2. The money paid for the land and expended on and about it to propagate live oak, giving the years in which the respective moneys are paid.

3. The quantity of live oak reported to the Department by its agents, with a brief statement of the nature and character of these reports.

4. Any other information touching the quantity of live oak growing on lands in the United States, its increase and diminution, and all information calculated to aid in forming an opinion whether a supply can probably be had from the natural growth, or should be secured by artificial propagation.

On the map to be furnished, the committee desire that the tracts purchased at Pensacola may be designated as nearly as may be, as well as the claims to *locate* there, yet unsatisfied.

With esteem and respect, yours, &c.,

MICHAEL HOFFMAN.

HON. JOHN BRANCH, *Secretary of the Navy.*

NAVY DEPARTMENT, *February 7, 1831.*

SIR: In compliance with the request contained in your letter of the 1st instant, relative to the live oak lands in Florida, I have the honor to enclose sundry papers.

From the vagueness of the boundaries expressed in the title papers, I must observe, that sufficient data do not exist in the Department by which a map may be delineated, exhibiting the information called for by your letter; but the president of the Naval Board, who has a personal knowledge of the lands in question, has promised to wait upon the committee, and it is hoped he will be able to furnish much information on the subject.

The paper marked A is a table of the moneys "paid for the lands, and expended on or about them, to propagate the live oak; giving the years in which the respective moneys were paid."

Paper marked B is a copy of a letter from the Commissioner of the General Land Office, enclosing a copy of a letter to the land officers in Tallahassee, dated 23d October last, exhibiting the tracts in that section of the country which have been reserved from sale by the President of the United States, on the suggestion of the Navy Department. The enclosure referred to is herewith transmitted, marked C.

Various examinations have, from time to time, been made under the direction of this Department, to ascertain the quantity of live oak growing in the United States near navigable waters. Considerable portions of the maritime frontier of South Carolina, Georgia, East and West Florida, and Louisiana, have been explored for this purpose. Agents are now, and have been for years past, steadily engaged in making surveys, and extensive reservations of public land, abounding in this valuable timber, have been exempted from sale by the President of the United States, on the recommendation of this Department, and in pursuance of the laws passed on the subject in the years 1817 and 1827. Paper marked D shows the reservations in Louisiana, and the paper marked C those in West Florida. Schedule marked E exhibits the quantity of live oak timber in that part of West Florida hitherto examined by the United States agents.

Documents marked F and G are copies of letters from the Hon. E. D. White, now a member of Congress from the State of Louisiana, and Edward Chandler, Esq., United States attorney for the district of South Florida, containing very interesting information on the subject of live oak. The quantity of that timber reported to this Department by the United States agents amounts to 2,214,855 cubic feet, as will appear by reference to papers marked E and H, the latter of which shows the general and special localities, and probable quantities of live oak timber suitable for naval purposes, (as far as has been ascertained,) on the Atlantic coast of the United States. It is to be observed, however, that a comparatively small portion of the public lands has been critically examined. The reports of the agents, as far as they go, seem to have been founded on accurate examinations, and may be considered as probably correct.

In the report made to the President of the United States at the commencement of the present session of Congress, an opinion is expressed, in reference to the planting of live oak acorns, that it is unnecessary, for the present, to engage in the artificial propagation of the live oak. Some reasons for this opinion are assigned in the preceding paragraph. In addition to which, it may be stated, from sources entitled to entire confidence, that plants of young live oak spring up in great abundance wherever this timber, at any former period, has attained maturity and been cut down.

Mr. Breckenridge, in his communications to the Department, states that, on the small piece of land to which his culture has been confined, many thousands of young trees have been wholly or partially pruned, &c., and that more than seventy thousand may, in a short time, be brought into the same state of cultivation. Commodore Rodgers, in his report on the subject of the timber on the lands purchased by the government, states that, although there are few grown trees on these lands, the young live oak has sprung up in great abundance, and appears to flourish in great luxuriance; and, indeed, from every quarter whence information has been obtained on the subject, it seems that this plant is produced in lavish prodigality by the hand of nature wherever the tree has once existed and been removed. Such being the facts of the case, where can be the danger of the extermination of this timber, or where the necessity for planting the acorns or transplanting the scions?

The preservation of the forests of young live oak, in common with other trees of larger growth, has been recommended to Congress as an object to be "prosecuted with an active and undeviating purpose;" and to this object the Department feels itself bound to devote the most unremitting attention. It is deemed proper to add, that whenever the national legislature shall determine to engage in the erection of establishments for the propagation and culture of plantations of timber for the use of the navy, it is presumed it will speak its determination in language which will be explicit, and not leave its intention to be inferred by implication.

I am, respectfully, your obedient servant,

JNO. BRANCH.

HON. MICHAEL HOFFMAN, *Chairman of Naval Committee, House of Representatives.*

A.

Table showing the amount of moneys paid for lands and cultivation of live oak, &c.

	1827.	1828.	1829.	1830.	Aggregate.
Purchase of a plantation in East Florida for the culture of live oak		\$10,261 11			\$10,261 11
Expenditures in preparing and cultivating the plantation, and agent's salary.....			\$5,681 64	\$4,383 38	9,465 02
Salaries of the agents for examining and surveying the live oak lands in Louisiana, Florida, &c., including their per diem allowance and traveling expenses	\$2,147 63	4,952 14	7,110 52	433 98	14,644 27
Salary of the agent in protecting the live oak on the public lands in Louisiana		300 00	425 00		725 00
	\$2,147 63	\$15,513 25	\$12,617 16	\$4,817 36	\$33,095 40

B.

GENERAL LAND OFFICE, *February 4, 1831.*

Sir: In reply to the inquiries contained in your letter of the 21st ultimo, enclosing a letter from Mr. Breckenridge in relation to purchases of certain pre-emption rights to lands on Santa Rosa Sound, between Deer Point and Williams' creek, in Florida, I have to state that it is not known to this office whether or not the parties named in Mr. Breckenridge's letter are entitled to pre-emption rights, as they have not been reported by the register and receiver of the land office at Tallahassee as having made their payments for any lands claimed as pre-emption rights, and the *evidence of payment* for a pre-emption right being the only evidence of such right that appears before this office.

In reply to the inquiry whether the lands on Santa Rosa Sound, between Deer Point and Williams' creek, have been offered for sale, I have to inform you that the only means of identifying *Williams' creek* on the maps of this office, as it is not named therein, are found in Mr. Breckenridge's letter, wherein he states that from Deer Point to Williams' creek is a distance of "fifteen miles." This distance would embrace the fractional township three, south of range 29 west, and fractional township two, south of range 28 west, and include about the one-half of fractional township two, south of range 27 west; of those three fractional townships, number two, south of range 27 west, is the only one which has been proclaimed for sale.

In reply to the inquiry as to what part, if any, of these lands have been reserved from sale, I beg leave to refer you to the copy of the letter to the land officers at Tallahassee, dated 23d October last, exhibiting the tracts which have been reserved by direction of the President of the United States on the suggestion of the Navy Department.

In reference to the inquiry as to the general quality of the lands, I have to remark that the following general character of them is ascertained from the descriptive notes, viz: second and third rate land, timber oak, hickory, magnolia, and beech, some live oak, some parts swamp land.

I have the honor to be, very respectfully, your obedient servant,

ELIJAH HAYWARD.

Hon. JOHN BRANCH, *Secretary of the Navy.*

C.

GENERAL LAND OFFICE, *October 23, 1830.*

GENTLEMEN: Agreeably to the instructions from the President of the United States, you are hereby requested to reserve from sale the following lots of land, situate in fractional townships number three of range number 29 south and west, and north of Sta. Rosa Sound:

In section number 4, lot number 1, containing 137 $\frac{72}{100}$ acres.

In section number 4, lot number 2, containing 80 acres.

In section number 4, lot number 3, containing 80 acres.

In section number 4, lot number 4, containing 80 acres.

Fraction number 1, on the bay, 102 acres.

Fraction number 2, on the bay, 159 acres.

Fraction number 1, on the sound, 74 $\frac{53}{100}$ acres.

Fraction number 2, on the sound, 112 $\frac{59}{100}$ acres.

Fraction number 3, on the sound, 100 acres.

The reservation of the foregoing lands being made in consequence of their containing timber valuable for naval purposes.

You are requested to report to this office on receipt hereof.

With great respect, your obedient agent,

ELIJAH HAYWARD.

To the REGISTER and RECEIVER, *Tallahassee, Florida.*

D.

Schedule of lands reserved in Louisiana.

NAVY COMMISSIONERS' ISLANDS.

The Navy Commissioners' Islands, situated in Lake Chetimaches, are the property of the United States, supposed to contain 900 or 1,000 acres; 800 acres are estimated to produce three good live oak trees, from three to five feet in diameter, per acre, may be more; they are easy of access, and the timber may either be transported by Reed's creek, down the Teche and Atchafalaya, to the Gulf of Mexico, by Point au Fer, where vessels must lay at a distance of twelve miles off, in the open sea, to receive it, or, by clearing the rafts on Bayou Sorel, open a communication to the Mississippi, which can be done by 20 men in a week, with ease, and which is undoubtedly the best route.

CYPRESS ISLAND.

Cypress Island, and the group of six islands contiguous to it, with the exception of islands three and four, which is a continued forest of cypress, contains a large quantity of fine live oak, fit to cut, from three to eight, and some trees nine feet in diameter, besides a growth of fine young timber of different dimensions. This group may contain near 18,000 acres, and 14,000 of which produce live oak; and, if we calculate that they produce between two and three trees per acre only, in order to prevent the possibility of disappointing the expectations of government, we may, with propriety, assert they contain 35,000 live oaks trees fit for every naval purpose. Those islands are easy of access, have a sufficient draught of water in their bayous or watercourses, and present an excellent situation for a yard to mould the timber at before it is transported to the different naval depots, where it may be required for immediate use. The transportation of timber from this group of islands must be effected by the same route and conveyance as the timber from the Navy Commissioners', already described.

F.

WASHINGTON CITY, December 24, 1830.

SIR: Having had occasion, during the summer, to go on to a part of the sea coast of Louisiana, west of the Mississippi, where the live oak grows, I do myself the pleasure, in compliance with a suggestion from you, to state the result of my limited observation and inadequate information, as to the condition of that valuable timber in that region.

From the mouth of the Mississippi to La Fourche, I have not traveled; but, from conversations with persons who have, I am induced to believe that some of the finest oak forests there, such as the Chenine Cominada, Grande Terre, &c., have been very much thinned or destroyed, either by contractors for ship timber or by cultivators of the soil, though still, on several of the bayous or streams emptying into the gulf, in that region, which is called Barrataria, there yet remains a good deal of oak, partly on lands of individuals, partly on lands belonging to the government. On the bayou or river La Fourche, which I have descended to its mouth, the quantity of the live oak is not so great as to be deemed an object of primary importance.

About seventy miles west from La Fourche, the Grand Caillon flows into the gulf. This stream is accessible to sea vessels, having eight or ten feet water at the bar. The coast, in its whole extent, is begirt by a sea marsh ten or twelve miles wide. As you ascend the Grand Caillon from the sea, you soon find it skirted on each side by a narrow strip of land, composed partly of shells, and elevated above the adjacent marsh. Here the live oak makes its appearance; at first stunted and sparse, they soon get to be numerous and majestic in size, forming a beautiful ever-verdant fringe along both margins of the stream, and stretching their strong and crooked arms over the water. Ascending still, you traverse six or eight miles of country presenting no remarkable feature, save the continuous growth of live oak along the shores, with extensive prairies beyond, over which the flood tide flows. Here the land is, beyond doubt, vacant. The terra firma is too narrow (not, perhaps, averaging an acre in width) to have offered an inducement to the speculator, or the settler, during the Spanish government or since.

As you progress still further up the marginal strip of high land or wooded coast, you find a width of three, four or six acres, increasing as you advance inland. All along here live oak of the grandest size continues to abound, though here individual locations commence, and in some places those primeval lords of the forest have fallen beneath the stroke of the axe.

In the same vicinity are several other bayous or streamlets, such as the Little Caillon, the Terreborne, &c., which, arising in the interior, find their way to the sea, some to the east, and some to the west of the Grand Caillon. These, I have been credibly informed, are similar in their characteristics to the Grand Caillon, viz: that, for many miles before they disembogue, they run through narrow strips of land covered with live oak of the largest growth.

The region of which I have spoken is between the La Fourche and the Atchafalaya, or Berwick's Bay. Beyond this, and westward to the confines of Texas, reports of travelers and the indications on maps create a belief of the existence along the coast of several extensive groves of the timber in question.

These hints, which can have no pretension to accuracy of description, are but designed to impart some faint notion of that part of the country, as connected with the subject.

I have the honor to be, &c.,

E. D. WHITE.

Hon. J. BRANCH, *Secretary of the Navy.*

G.

DISTRICT OF SOUTH FLORIDA.

SIR: From observations which I have myself made, and from the representations of others, I have to represent, for the information of your Department, that there is in this district, and particularly in the

country immediately (say twenty miles) beyond Cape Florida, a great quantity of live oak. I considered it my duty, sir, to state this fact. All proper measures are respectfully submitted to the wisdom of the Department.

With high respect, sir, your most obedient servant,

EDWARD CHANDLER, *U. S. Attorney.*

HON. JOHN BRANCH, *Secretary of the Navy, Washington.*

HOUSE OF REPRESENTATIVES, *February 24, 1831.*

SIR: I ask leave to lay before your committee an original letter from William Darby, author of the map and sketches of Louisiana, containing interesting information as to the quantity of live oak on the coast between the Sabine and Mississippi, marked A. I also lay before them another letter of William D. Acken, relating to the quantity of the same timber on the southern Atlantic coast, and on the north side of the Gulf of Mexico. These letters contain facts of importance to the public, and may be necessary to the future legislation of Congress: the last letter is marked B.

I also enclose an original letter, marked C, containing the estimate of a ship carpenter and navy agent for many years, of the value of live oak reported by Commodore Rodgers to be on the lands purchased by the United States near the Navy yard at Pensacola.

As an act of justice to the individuals who sold the lands to the United States, and as one person has made an unfavorable representation of its value, I ask that the letter of Commodore Warrington, stating his opinion, and that of Commodore Bainbridge, both of whom are well acquainted with the situation, qualities, and value of the land, may be submitted to and considered by the committee, and that of Commodore Ridgely, on the same paper, marked D.

I take leave also to refer to the letter of William M. McCarty, now a senator of Virginia, on the same subject, marked E, and a letter from Robert C. Brent, late of the United States army, on the same subject, marked F. I purposely forbear all remark on this subject, and cannot doubt that, as I know the committee have no other object than to present a correct view of the subject, they will see the evident propriety of adding these documents to the report. The originals of the copies now enclosed will be delivered to the honorable chairman.

I have the honor to be, your most obedient servant,

J. M. WHITE, *Delegate for Florida.*

HON. MICHAEL HOFFMAN, *Chairman of the Naval Committee.*

A.

SANDY SPRING, *Montgomery County, Md., December 29, 1830.*

SIR: Though I have not the honor to be personally known to you, I have been induced, by some circumstances in which you are officially concerned, to trouble you with the enclosed, the purport of which will, I hope, plead excuse for the liberty I have taken.

In the National Intelligencer of the 14th instant, I read the report of the Secretary of the Navy, but was subsequently, and in a particular manner, recalled to that document, by reading in the same journal of the 18th your observations on the part of the navy report relating to the live oak timber. Turning to the paragraph beginning thus, "*When it is considered that this timber is the natural product of the coast of the United States, from the St Mary's to the Sabine,*" &c., I must confess the re-reading excited increased astonishment.

Personal interest in this case I have none, direct or indirect; nor have I the wish to intrude into concerns extra to my own affairs, except in extraordinary instances, among which, in my humble opinion, this is one, where a citizen of the United States has a right, if it is not his duty, to give voluntary evidence.

In October, 1812, accompanied by three hired men, I undertook, at my own risk and expense, a survey of the southwestern boundary of the United States, in order to complete my map of Louisiana. Before leaving St. Landré, in Opelousas, on this survey, I had visited the Mississippi as low as New Orleans, and the banks of Atchafalaya, Teche, Vermillion, and those of Mermentau, as low down as the head of its great lake; and on all of which found live oak, towards the interior admixed with other timber trees, and contiguous to the gulf in detached clumps.

Of the existence of live oak on the Calcasieu and Sabine, I had received conflicting accounts; some asserting its growth on these rivers, whilst others denied the fact. I had never actually visited the mouth of Mermentau, but all who had done so agreed that on that river, below and contiguous to the great lake, live oak abounded; above the lake I knew its existence from personal observation.

Thus instructed, I left St. Landré by way of Natchitoches, reached the Sabine where that river is intersected by N. latitude 32 deg. With the aid of a common chopping axe and fire we constructed a canoe, in which we descended the Sabine to an Indian village, where I left my canoe and purchased a piroque. In the latter we navigated down the Sabine to its mouth; along the coast of the Gulf of Mexico from the mouth of the Sabine to that of the Calcasieu, and up the latter and lakes to the lowest settlement then on its banks.

For subsistence we depended solely on a rifle and fishing tackle. On the Sabine, the great interior forest ceases upwards of forty miles above the mouth. Scattering lines and clumps of trees are seen a few miles lower down, but with the head of the Great Sabine lake, and the influx of Natches river, all timber ceases, and from thence to the coast, about thirty miles, is one vast plain of grass, but little elevated above the level of the Gulf of Mexico. The natural features of the Calcasieu are, in a very remarkable manner, similar to those on the Sabine, except that the Great lake, and the distance from the coast to the forest is more extensive on the former.

We arrived on the Lower Sabine in the latter part of December, and already the deciduous trees were denuded of their leaves, leaving the pines, cypress, and live oak, conspicuous objects where they

presented themselves. Of the live oak, *not one stem* was seen by either of the party, and it was sought for with eager eyes. The weather, though in so low a latitude, was cold distressingly; it was clear, windy, and frosty. Our situation became so very unpleasant, and even dangerous, for want of food, that I formed the intention to pass the Calcasieu and enter the Mermentau, in order to reach settlements where I was acquainted with the people; but we were deceived by an opening in the coast, about thirty miles east of the mouth of the Sabine, which we mistook for the mouth of Calcasieu, and when we did actually reach the outlet of that river, we entered, thinking ourselves in the Mermentau.

The coast we found a sand and shell bar, as smooth, and almost as direct and unbroken as an artificial gravel walk. Where the rivers enter, their mouths are narrow and shallow. The coast is strewn with *debris*, discharged from the Mississippi, and by the currents borne westward and thrown on the shores. But from the head of the great lake of Sabine to the same part of that of Calcasieu, no tree of any description grows which is visible from the shores and coast, except a dwarf species of *pseud acacia*, or honey locust, and that in very small and detached clumps. Between the great interior forests and the coast, we suffered intensely from the total absence of wood for fuel; and when we finally reached the forests on Calcasieu, we found *not one stem* of live oak. The absence of this tree first excited extreme surprise, and it was still our opinion we were in Mermentau; but when arrived above the lake, I found my mistake, by not finding a country I had visited before, and from meeting no human habitation; but still farther, from the non-appearance of either live oak or that species of *chamaecrops*, called in Louisiana palmetto, both of which I knew existed on Mermentau.

I have mentioned the foregoing circumstances, with a view to show the means and the urgent motives which would have drawn our attention to a single live oak tree, had such risen from the melancholy waste; there is, therefore, to my knowledge, none of that timber in the United States westward from the Mermentau. The highest point west of the Mississippi river, where it grows a forest tree, is at the head of the great prairie of Attacapas, between the Teche and Vermillion; and what is peculiarly striking, it there, below the influx of the Fusilier into the Teche, rises to the size of a considerable sized forest tree, whilst above that creek at the distance of half a mile, where the woods are exposed to a north-west wind, it is unknown. Again, at three or four miles westward from the same point, where the winds from the great Opelousas plains have free access, there is no more live oak. A line drawn from the juncture of the Fusilier and Teche, to that of the Plaquemine Brulé and Bayou Cane, and thence with the woods of Mermentau, would include to the eastward all or nearly all the live oak trees which exist in that region; and I am induced to believe further, that such a line would also include to the eastward all the space on which that tree would vegetate if planted. On the waters of Mermentau, as far as I have examined them, the live oaks are of small growth.

With more or less of detail, I have visited all the other rivers of Louisiana, Mississippi and Alabama, from Mermentau to Mobile Bay. Below north latitude $30\frac{1}{2}^{\circ}$, generally, live oak is found on the streams; the tree itself increasing in size as you advance southward towards the gulf. But, in fact, timber of any kind near the gulf shore, westward from the Rigolets or mouth of Pearl river is rare; and long intervals, such as I have noticed, exist, where not a bush breaks the monotony of the dreary landscape. Eastward of the Rigolets, the pine forests reach the coast, and live oak is rare and of small size. From Mobile Bay, eastward, I know the country only by report.

It may be deemed a bold assertion, but it is one I am safe in making, that all the live oak standing on that part of the United States, westward from Mobile Bay, would not cover five square miles with the ordinary density of a forest. Such a space, allowing 1,000 square feet to each tree, would admit 139,372—a number beyond that of not only the live oaks, but of every tree, great and small, near the coast of Louisiana. In reality, if I were to erase five and set down two, I would probably be much nearer the truth.

It is a tree, also, which contrary to common opinion, demands a dry, rich soil; and even when found apparently in marshes, the spots occupied by this timber are solid land. In most places in Louisiana where I have seen it growing, the soil was extremely fertile, and, of consequence, the tree in rapid progress of destruction from clearing the land.

With an apology for the length of this sheet, I beg leave to remit it to your hands. You can make such use of its contents, as in your opinion they deserve. As to their accuracy, I would very gladly have the United States bound to remunerate me for the survey of the Sabine, conditioned on the correctness of the enclosed statement being confirmed on resurvey by their own engineers, and forfeit all claim to veracity if it was not.

With sentiments of esteem, I am, sir, very respectfully,

WILLIAM DARBY.

B.

WASHINGTON, January 12, 1831.

SIR: The late report of the Secretary of the Navy on the growth and artificial culture of the live oak is so extraordinary, that I have deemed it my duty to address to you a few remarks, as one who understands and takes a deep interest in a subject so important to the nation. It will be proper to premise that, in the year 1816, I received from the Board of Navy Commissioners the appointment of superintendent for cutting and moulding live oak timber in East Florida, where I remained until March, 1822. In the course of this time, it became necessary for me to examine the timber, not only in that Territory, but in the southern parts of Georgia. In 1825, I was appointed to examine the live oak timber in that quarter of the country, and commenced my examination at Winyaw Bay, near Georgetown, South Carolina, and proceeded in the islands and other places where it was supposed there was a sufficient quantity to justify the expense of having it cut, and closed my examination on St. John's river, in East Florida. In 1826, I was again employed to proceed to Mobile, in Alabama, to superintend the cutting of timber, moulding, &c., on a contract, which rendered it necessary for me to ascertain, as accurately as possible, the quantity of timber in that quarter, along the Gulf of Mexico. I was again appointed, in 1828, agent for the preservation of live oak timber in Florida, where I continued till June, 1829. From my experience, therefore, and personal observation, I have no hesitation in saying that your remark, made recently in the House of Representatives, on this subject, is entirely correct, viz: "that the live oak is sparsely scattered at most

remote distances, and in small bodies. If artificial culture be not resorted to, and the fires, which are common and destructive, kept out of the reservations, there will not be enough in fifty years to build a West India squadron."

On my arrival in Florida, in 1816, I was not a little astonished to find the timber in all the largest and best hammocks destroyed by what is called deadening for cultivation; because it is well known that this tree only flourishes in the richest soil, and the land where it is found is therefore preferred, and cleared for agricultural purposes. So little was this timber estimated, at the period of my first arrival, by the inhabitants, that it was purchased by the contractor at ten dollars per thousand cubic feet, when cut to moulds. In my report, made in 1825, I stated that the supposed quantity of timber which could be obtained for naval purposes from Whyaw Bay to Amelia Island, was about seventy-five thousand cubic feet; and this, I have since learnt, has been almost entirely cut. At present there are no bodies of live oak timber remaining between the St. Mary's and the Mosquito river. On the south of this, on the eastern coast, it is not, I am informed, in sufficient quantity, or of sufficient size to merit attention. On the river Perdido, there were in 1827 a few scattering hammocks, where live oak was interspersed with other growth of timber, belonging to a private gentleman, which I examined but did not cut; and between this and the Mississippi there is no hammock that has escaped my observation, or that is worth notice. On a ridge of land between Lake Borgne and the Mississippi there is some timber, but totally unfit for naval purposes. In the neighborhood of the Grand Barrataria there was, as per report of an efficient person employed to examine the same, supposed to be timber enough for the construction of one or two sloops-of-war and a frigate; but this has since been nearly all cut by the Messrs. Lockwoods. In 1828, while acting as agent in East Florida, I was again enabled to make additional observations, and found there was very little timber fit for naval purposes, and that little grew on land to which the title was doubtful. This, sir, is the result of personal observation made at various times and with great accuracy, and from which it will be seen that the region of country, referred to by the Secretary of the Navy as abounding with live oak, is now almost wholly stripped of that valuable timber; and I hesitate not to say, if artificial culture be not resorted to, it is manifest there will not be timber enough in a few years to construct the smallest vessels-of-war; and our navy must consequently dwindle, and our ships lose their reputation for durability which they now enjoy. In conclusion, I would make one remark on the singular course pursued by the Navy Department in relation to this subject. The office of agent for the preservation of live oak has, I understand, been abolished, and a marine force substituted in its place. The absurdity of this arrangement must be obvious at the first glance.

How is this force, from the nature of the country where this timber grows, to protect it, or to discover that already cut on public or disputed land? One fitted to perform this duty efficiently should be acquainted with the country, and, as far as possible, the grants of land. He should be constantly on the alert, and should visit in person the spot on which they are cutting, to determine whether the land be public, or of a doubtful title, &c., for it is impossible to seize the timber unless he can prove that it is the growth of lands belonging to the United States; and to do this he must see the very stump from which it was taken. A marine force would therefore be wholly incompetent to perform this duty; for though they may traverse the coast and penetrate the principal rivers, they cannot be expected to be prepared with horses at the different landing places, or to travel on foot from five to fifty miles in the interior; and without doing this they could not possibly detect trespassers on the ground, or purloiners of timber, for no one is willing to become an informer. Fifty vessels laden with live oak or other timber, obtained from the public lands in the Floridas, might sail, and laugh to scorn this marine force, who could not detain them for the want of sufficient proof; and this proof they have been unable to procure. I assure you, sir, that this is the worst plan that could have been conceived, and will, if continued, lead to the destruction of all that remains of that valuable material, so essential to the construction of our armed vessels.

I regret to say that if this tree be not cultivated in those lands so well adapted by nature for its production, it will very soon disappear from the face of our country; and the consequence of such a state of things in a nation like this may be easily anticipated.

I have the honor to be, very respectfully, your obedient servant,

W. D. ACKEN

To the Hon. J. M. WHITE, *Delegate from Florida.*

C.

WASHINGTON, January 14, 1831.

Sir: In answer to yours of the 11th inst., inquiring of me "what would be the supposed quantity and value of 173 or 117 good live oak trees of ordinary size, including cutting, hauling not exceeding one-quarter of a mile, and transporting by water four miles," I must remark (not having seen the trees alluded to) that it will be necessary for me to give a description of some of the largest trees I have seen in the course of my different appointments and engagements in the live oak business, that I judged fit for use; but as such have been few in number, I only offer them to show to what size that description of timber grows, and not for the purpose of forming a medium. From some of those above alluded to, at least four hundred cubic feet might be obtained, if cut promiscuously, that is, sided as large as they would hold ten feet from the butt, and so on at proper lengths, taking in all the branches on top that would side seven inches, and rough squared the moulding way. Some trees I have girted and found them to measure from twenty-four to thirty feet in circumference four to five feet above the ground. As you did not ask, (nor is it my intention to enter into a particular description of this timber,) I think a tree worked in the above way, to produce less than twenty feet, would be of the smallest size your question would permit me to offer, and the mean at eighty feet. From the scarcity of that valuable timber at this time, \$1.12½, I think, would be a fair price when delivered, and would amount to ninety dollars a tree; (however, I am not aware that the government has ever paid more than one dollar per cubic foot for promiscuous timber;) and should consider the following to be a fair price for labor, &c., if the trees be at no immoderate distance apart, the ground favorable for hauling, moderate bluffs, with sufficient water for boats or vessels of easy draught, suitable to lay alongside, to land, depart, &c., and not so exposed as to cause great risk, viz:

First. 173 trees, to average 80 feet, will make 13,840 cubic feet, at \$1.12½ per foot.....	\$15,570
Cutting timber and clearing roads, at 12½ cents.....	\$1,730 00
Hauling, not to exceed one-fourth mile, at 3½ cents.....	484 40
Transportation by water four miles, at 4 cents.....	553 60
	<u>2,768</u>
	<u>\$12,802</u>
Second. 117 trees, to average 80 feet, will make 9,360 cubic feet, at \$1.12½	\$10,530
Cutting timber and clearing roads, at 12½ cents.....	\$1,170 00
Transportation by water four miles, at 4 cents.....	374 40
Hauling, not to exceed one-fourth mile, at 3½ cents	327 60
	<u>1,872</u>
	<u>\$8,658</u>

I have the honor to be, very respectfully, your obedient servant,

WM. D. ACKEN.

Hon. JOSEPH M. WHITE, *Delegate from Florida.*

D.

PHILADELPHIA, *January 29, 1831.*

DEAR SIR: Your letter of the 14th has been received, and I must ask your forbearance for the delay in answering it. I have, as you desired, shown it to Commodore Bainbridge, and am authorized by him to say that he considers the price mentioned (say from \$2 to \$2.50) as a fair one for the land sold by Judge Breckenridge, considering its situation, improvements, and growth of timber.

In this opinion I concur. We are busily engaged in the trial of Commodore Creighton, and expect to be employed in it for the next ten or twelve days.

I am, with great respect, your obedient servant,

L. WARRINGTON.

The Hon. JOSEPH M. WHITE, *House of Representatives of the U. S.*

E.

WASHINGTON CITY, *July 1, 1829.*

DEAR SIR: As some unfavorable representations have been made respecting the lands at Deer Point which have been sold to the government for the purpose of cultivating the live oak, you will confer a favor on me by answering the following queries:

1. Does the point appear to abound in live oak of a young, thrifty growth? and is it, in your opinion, worthy the attention of the government?

2. Does it appear adapted to the purpose proposed, of forming a live oak plantation, principally by nursing the natural growth, as well as transplanting?

3. Is it, in your opinion, an extravagant purchase on the part of the government, at two dollars an acre, for the purpose of preserving the live oak?

I am, respectfully, your obedient servant,

H. M. BRECKENRIDGE.

WM. M. MCARTY, Esq.

WASHINGTON, *July 2, 1829.*

DEAR SIR: As far as my information extends, it will give me pleasure to reply to your inquiries relative to the live oak on Deer Point. In November last, I was on a tract of land sold in part by yourself to the government, but I did not examine it accurately. The hammocks of live oak appeared, however, to be extensive, and the growth thrifty; and the soil is, no doubt, adapted to the production of this particular timber, which might be transplanted to advantage. The preservation and encouragement of this growth at a point so convenient to the navy yard on that coast, is doubtless an object well worthy the attention of the government; and the price of two dollars per acre, at which you informed me it was obtained, is certainly not above its value.

Very respectfully, yours,

WM. M. MCARTY.

Hon. H. M. BRECKENRIDGE.

F.

WASHINGTON, *January 14, 1831.*

SIR: In answer to your note inquiring my opinion of the price of the land between Sta. Rosa Sound and Pensacola Bay, formerly owned by Judge Breckenridge and yourself, near Pensacola, I have no hesitation in expressing my opinion that it is worth from three to five dollars an acre.

I am your most obedient servant,

R. C. BRENT.

21ST CONGRESS.]

No. 451.

[2D SESSION.]

STATEMENT OF THE PAY, RATIONS, AND ALLOWANCES OF THE OFFICERS OF THE MARINE CORPS IN 1831.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES MARCH 1, 1831.

NAVY DEPARTMENT, *February 5, 1831.*

SIR: I have the honor, in compliance with the request contained in your letter of the 25th ultimo, to enclose a report and statement from the Fourth Auditor of the Treasury, upon the subject of the allowances and pay of the officers of the marine corps.

I am, very respectfully, sir, your obedient servant,

JNO. BRANCH.

The Hon. MICHAEL HOFFMAN, *Chairman Committee on Naval Affairs, H. R.*TREASURY DEPARTMENT, *Fourth Auditor's Office, February 3, 1831.*

SIR: In compliance with the request made in your letter of the 26th ult., enclosing a letter from the chairman of the Naval Committee in the House of Representatives, I have the honor to transmit, herewith, a "table of the pay, rations, and allowances of each grade of the officers of the marine corps, with and without the application of the resolution of Congress of the 29th May, 1830."

In the difference between the amount received by each officer under the operation of the resolution, and the amount which would be paid to him without its application, may be found the monthly and annual amount received by each in virtue of its authority; and the several columns of the table will show for what cause or service it is paid. But it is impossible to report what amount has actually been paid to each officer or each grade, because the accounts of the paymaster for the third quarter of last year have not yet been rendered, and neither those, nor the accounts of the quartermaster, have all been settled.

From the Second Comptroller, I learn that the amount drawn from the Treasury in pursuance of the resolution, and the subsequent appropriation, is \$19,936.45. There is no room to doubt that it has been faithfully applied.

For more minute information in relation to the main object of inquiry, I refer to my report, dated May 28, 1829, printed as document 107, House of Representatives, last session of Congress; also, my report, dated 28th May, 1830, printed in document No. 121, House of Representatives, particularly table D.

The allowance as assistant quartermaster to brevet lieutenant colonels at sea, was omitted in the former table, never having been paid; but it is now inserted, because if any of that grade were ordered to sea they would be considered as entitled to it.

The number of rations and servants allowed the adjutant and inspector, as exhibited in the table now sent, is based upon a decision of the Secretary of the Navy in 1823, which was deemed to be legalized by the resolution of Congress.

I have the honor to be, very respectfully, &c.,

AMOS KENDALL.

Hon. JOHN BRANCH, *Secretary of the Navy.*

Table of the pay, rations, and emoluments, of each grade of the officers of the marine corps, with and without the application of the resolution of Congress of May 29, 1850.

Grade.	Pay per month.	No. of rations per day.	Commutation for rations.	Subsistence per month.	No. of servants allowed.	Commutation for servants per month.	Wool, average number of pounds per month.	Commutation for fuel per month.	Allowance for quarters per month.	No. of horses allowed.	Commutation for forage per month.	Allowance as commissary of subsistence, per month.	Allowance as suppl. of the army, per month.	All necessary assistant quartermaster, per month.	Total pay, rations and allowances, per month.	Total pay, rations and allowances, per month.
Lieutenant colonel commanding.	\$75	6	\$20	\$36 00				\$19 25	ph. qrs.		\$12 00				\$112 25	\$1,713 00
Lieutenant colonel commanding.	75	12	20	72 00	2	\$29 68	2	19 25	do	4	32 00				227 83	3,747 16
Brevet lieutenant colonel, commanding on shore.	75	6	20	36 00			2	14 00	\$24 00		12 00				161 00	1,038 00
Brevet lieutenant colonel, commanding on shore.	60	10	20	60 00	2	29 68	2	14 00	24 00	3	24 00				211 68	2,550 16
Brevet lieutenant colonel, commanding at sea.	75	6	25	45 00											120 00	1,447 50
Brevet lieutenant colonel, commanding at sea.	60	10	25	75 00											150 00	1,812 50
Paymaster, a captain in the line—pay as a captain, \$40; extra pay as paymaster, \$30.	70	3	20	18 00			1	8 75	24 00					\$15 00	120 75	1,452 00
Paymaster, a captain in the line, (pay, &c., of major of infantry).	50	4	20	24 00	2	29 68	2	14 00	24 00	3	24 00				165 68	1,992 16
Quartermaster, brevet captain—pay as 1st lieutenant, \$30; extra pay as quar. mas. \$50.	60	3	20	18 00			3	4 37 1	24 24						106 37 1	1,279 50
Quartermaster, brevet captain, (pay, &c., of deputy quartermaster general).	60	4	20	24 00	2	29 68	2	14 00	24 00	2	16 00	\$30 00	\$12 50		210 18	2,526 16
Adjutant and inspector, brevet captain—pay as a 1st lieut., \$30; extra pay as adjt. \$30.	60	3	20	18 00			4	4 37 1	24 00						106 37 1	1,279 50
Adjutant and inspector, brevet captain.	60	8	20	48 00	2	29 68	1	8 75	24 00	2	16 00				136 43	2,245 16
Captain, on shore, commanding a detachment attached to a post, or waiting orders.	40	3	20	18 00			1	8 75	16 66 2						83 41 2	1,004 00
Captain, on shore, attached to a post or waiting orders.	40	3	20	18 00	1	14 84	1	8 75	16 66 2						98 25 2	1,182 68
Captain, on shore, commanding a detachment or post.	40	6	20	36 00	1	14 84	1	8 75	16 66 2						116 25 2	1,401 68
Captain, at sea, commanding a detachment on board ship.	40	3	25	22 50											62 50	753 75
Captain, at sea, commanding, (if senior marine officer of a squadron).	40	8	25	45 00										15 00	100 00	1,297 50
First lieutenant, on shore, commanding or attached to a post, or waiting orders.	30	3	20	18 00			3	4 37 1	8 75						61 12 1	755 50
First lieutenant, on shore, attached to a post or waiting orders.	30	4	20	24 00	1	14 84	3	4 37 1	8 75						81 96 2	986 58
First lieutenant, on shore, commanding a post or detachment.	30	8	20	48 00	1	14 84	3	4 37	8 75						105 96 2	1,278 58
First lieutenant, at sea, commanding a detachment.	30	3	25	22 50											52 50	623 75
First lieutenant, at sea, commanding, (if senior marine officer of a squadron).	30	4	25	30 00											60 00	725 00
First lieutenant, at sea, commanding a detachment.	30	8	25	60 00										15 00	105 00	1,270 00
Second lieutenant, on shore, attached to a post or waiting orders.	25	2	20	12 00			3	4 37 1	8 75						50 12 1	602 50
Second lieutenant, on shore, attached to a post or waiting orders.	25	3	20	18 00	1	14 84	3	4 37 1	8 75						70 96 2	863 58
Second lieutenant, at sea, commanding or attached to a detachment.	25	2	25	15 00											40 00	482 50
Second lieutenant, at sea, commanding, (if senior marine officer of a detachment).	25	3	25	22 50											47 50	573 75
Second lieutenant, at sea, commanding, (if senior marine officer of a squadron).	25	6	25	45 00										15 00	85 00	1,027 50
Assistant quartermaster, on shore, in addition to his pay and emoluments in the line.														15 00		180 00

REMARKS.—The first rates of pay and allowances to each grade of officers are those to which the officers were entitled without the application of the resolution of Congress, passed May 29, 1850. House rent is paid only where there are no public quarters for the officers. The commanding officer of a post, and each officer of the staff, are allowed, in kind, for their office,

TREASURY DEPARTMENT, Fourth Auditor's Office, February 3, 1851.

AMOS KENDALL.

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